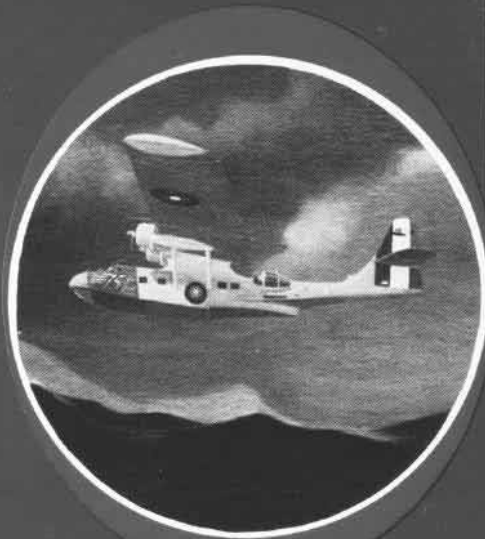


NAVAL AVIATION^{NEWS}

The Year in Review 1986



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The year 1986 was filled with events commemorating the 75th Anniversary of Naval Aviation, as well as international incidents in which the readiness of Naval Aviation was put to the test. Read "The Year in Review." **Page 4**



On May 30, associate editor JOCS Kirby Harrison retired from the Navy. As a tribute to his considerable talent, *NA News* offers a collection of some of his favorite photographs. **Page 14**



On March 30, the Navy bid a fond farewell to the F-8 *Crusader*, along with the last photoreconnaissance squadron, VFP-206. Ceremonies at NAF Washington, D.C., marked the historic events. **Page 18**



"A WW II Diary" records PH1 Bud Mardis' first tour aboard USS *Franklin*. But his dramatic wartime photos tell the story better than words. **Page 20**



Air combat maneuvering is one of the most exciting, challenging phases of flight training. "Speed, Angels, Tally-ho" gives a personal account of ACM and its unique language. **Page 25**



VR-48 not only flies a unique aircraft, but the reserve squadron also has some interesting personnel. "Going My Way?" introduces a one-of-a-kind Selected Air Reservist. **Page 26**



COVER—Designed by *NA News* Art Director Charles C. Cooney, the cover highlights some of the events which took place during 1986, particularly those commemorating the 75th Anniversary of Naval Aviation.

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Recce Hornet



A reconnaissance version of the F/A-18 Hornet, designated F/A-18 (R), is being tested at the Naval Air Test Center, Patuxent River, Md. The Hornet testbed, photographed over the Chesapeake Bay, is capable of carrying two sensors on a reconnaissance pallet, which replaces the gun in the aircraft's nose. The reconnaissance Hornet is expected to replace Marine Corps RF-4Bs in the early 1990s.

AH-1W Super Cobra



The first production model of the AH-1W Super Cobra lifts off the tarmac at the Naval Air Test Center, Patuxent River, Md., during mission systems tests. The updated "W" model has a new heads-up display, increased firepower and bigger engines to give the gunship greatly increased mission capabilities. It will also serve as escort for assault helicopters with air-to-air capability.

Mobile Operations Command Center

Two mobile systems, which give Maritime Patrol Aviation the ability to operate from any airfield with full maintenance and command and control support, were tested in a deployed status at Royal AFB Machrihanish, Scotland. The Mobile Operations Command Center (MOCC) is a portable ASW command and control center consisting of lightweight, state-of-the-art radios, satellite communications equipment and computers. The Mobile Maintenance Support System (MMSS) is a mobile aviation intermediate maintenance department installed in interlocking metal vans, which form workshops.

During a training exercise, 10 of the 56 MMSS vans were trucked to NAS Cecil Field, Fla., then airlifted to Machrihanish, where they were reassembled on the end of the flight line. The MOCC is compact enough to fit in a P-3 and was transported along with the flight crew.

For the exercise, the MOCC and MMSS supported a nine-aircraft detachment composed of aircraft and crews from VP-56, VP-44, Master Augment Unit, and the Royal Netherlands' Navy.

BQM-126A Target Drone

The first flight of the Navy's new BQM-126A target drone, shown during the rocket-assisted takeoff launch phase, was successfully conducted recently at the Pacific Missile Test Center, Point Mugu, Calif. The Beech Aircraft-built, high subsonic target is capable of being either surface or air launched. It flies at altitudes ranging from sea level to over 40,000 feet. The BQM-126A is designed as a lower-cost, state-of-the-art replacement for targets now used in that performance regime. Contractor test and evaluation flights will be followed by the Navy's evaluation phase prior to award of a production contract.



Knockin' Heads

An instructor and his student Naval Aviator were on a low-level navigation training flight in a T-47A (Cessna *Citation II*). They ran into a pocket of turbulence that lasted two seconds and imposed a positive 2.8 to negative 1.7-G load on the aircraft. Both flyers struck their heads against the cockpit overhead molding. The student became disoriented and remained in that condition for about three minutes. The instructor was unhurt. The mission was aborted.

Grampaw Pettibone says:

That's one way to get some sense. Have it knocked into you.

Actually, the student had his restraint harness fastened, but loosely. The instructor's was unfastened so that he could see better outside the cockpit. He was lucky. In the T-47A, there is less downward visibility and instructors tend to unstrap and sit on the edge of the seat. What if they'd both become disoriented? Who's gonna fly the bird?

When you're driving the bird, strap yourself in. No exceptions.

Phantom Fireball

A *Phantom* was on an air combat maneuvering flight with a pair of *Tomcats* and two *Hornets*, in an area featuring both valley and mountainous-type terrain. The first two of three planned intercepts proceeded as briefed. The third began with the F/A-18s and the F-4 northbound in a wedge formation with the *Phantom* stepped down between the *Hornets*. The F-14s were southbound.

The engagement followed with the *Hornets* pursuing one F-14 and the



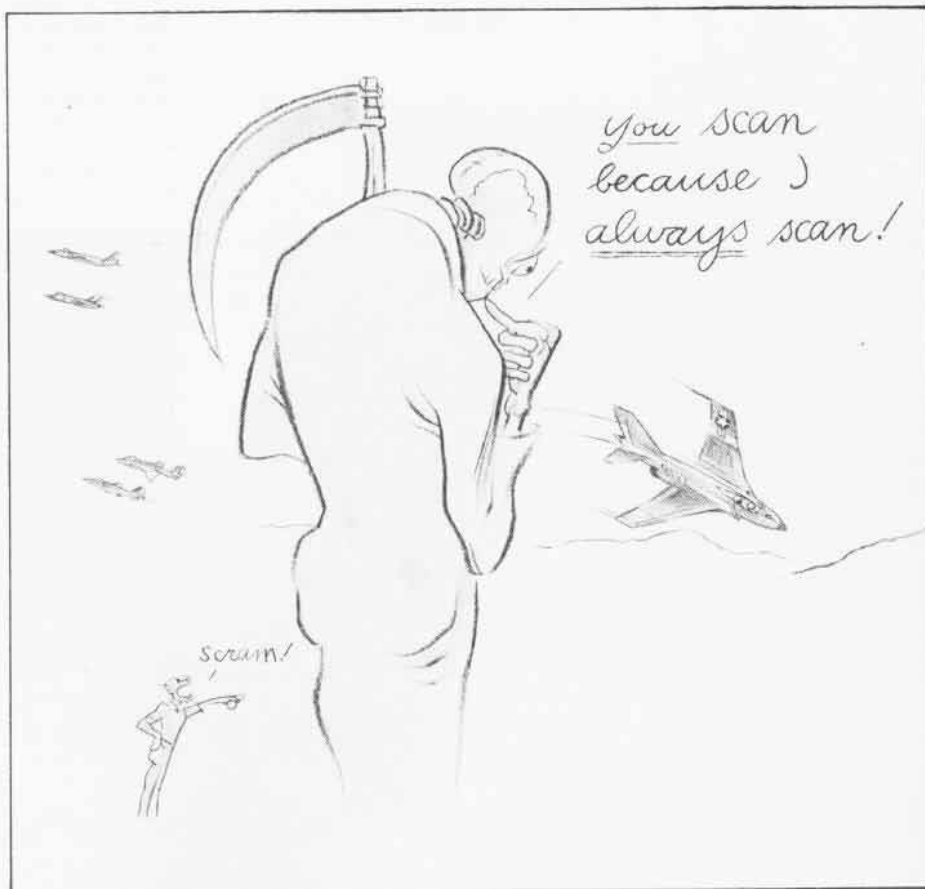
Phantom, in a climbing right-hand turn, going after the second.

After 270 degrees of turn, the F-4 pilot called "Fox Two, F-14 nose up ... Starboard turn." The companion

F-14 saw the *Phantom* in pursuit of his wingman and turned hard to port, resulting in a nose-on pass 1,000 feet above the *Phantom*. This F-14 then continued to rendezvous with the other *Tomcat*, climbing away to the right. At this time, the F-4 appeared to be level at 12,000 to 13,000 feet MSL in a 30-degree angle of bank turn to the right.

Next, the *Tomcats* and *Hornets* agreed to knock off the engagement but the *Phantom* crew apparently did not hear this transmission.

After passing the *Tomcat* with 1,000 feet of separation, the F-4's RIO said to the pilot, "Let's bug [out]." The pilot responded, "No. I have an F-14 on the nose." The *Phantom* was now at about 13,000 feet in a 35-degree bank to the right, passing through a 360-degree heading. Thirty degrees of turn later, the RIO felt "uneasy" due to a perceived nose drop of about 10 degrees. Airspeed was 250 knots.



The RIO also noted a ridge line west of the F-4's position and cautioned, "Watch your nose." The pilot did not respond. The *Phantom* continued its turn. Altitude was now about 9,500 feet.

"Do you have it?" asked the RIO, as the *Phantom* turned through a southerly heading. The pilot said, "uhhh," in a thoughtful tone, as if he were trying to formulate words. At 8,000 feet, with the *Phantom* pulling three Gs in a 50-degree bank and the nose about 30 degrees down, 250 knots airspeed, the RIO pulled his lower ejection handle.

Either just before, or as he was actually pulling the handle, the RIO heard the pilot command "Eject!" in a clear, loud tone.

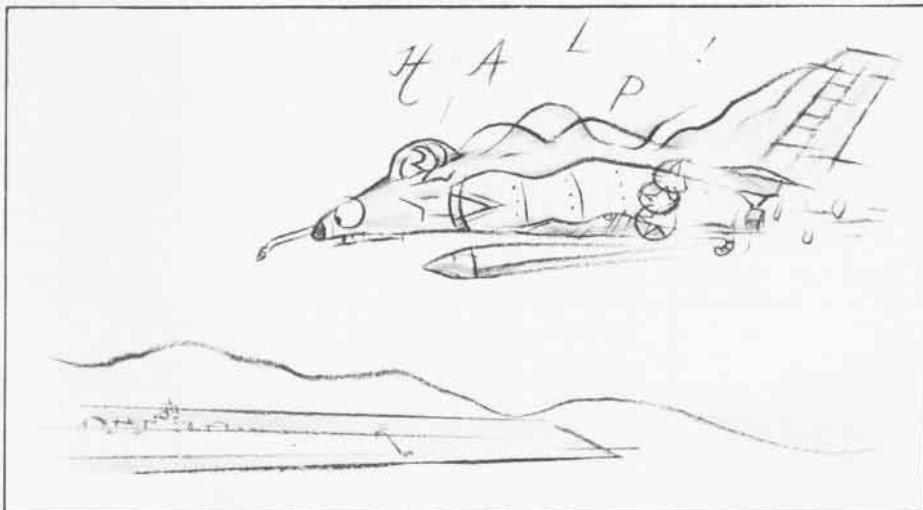
Both men ejected but the pilot was killed on impact. The RIO sustained minor injuries. It is believed that the pilot was in the early stage of seat-man separation when he struck the ground outside a survivable ejection envelope.

It was about a minute after the F-4 and the F-14 passed each other that the fireball was observed on the ridge line.



Grampaw Pettibone says:

Great balls of fire, alright! The cause of this tragic accident could be "lettin' up on the concentration." On the other hand, maybe GLOC played a part. That's "gravity induced loss of consciousness," somethin' that can happen in high-performance aircraft, specially in dogfights. Put Gs on the machine over a very short piece of time and you might gray out, even black out. Also, the RIO in this case could have been more insistent on getting the pilot's attention. Meantime, no matter what the mission, whether you're mixin' it up in air-to-air, or just travelin' from point A to point B, keep the scan goin', and be aware of that bad gremlin called GLOC.



Up, Up and then Down, Down

The A-4F pilot was climbing through 26,000 feet on a post-maintenance inspection flight when he experienced signs of hypoxia. Lack of oxygen was manifested by the aviator's difficulty in communicating with air traffic controllers and his inability to maintain complete control of the *Skyhawk*. Still, he was aware of what was happening to him.

The aircraft lost altitude and, at a lower height, went into an unusual attitude. The pilot recovered from this and declared an emergency. He then executed an uneventful recovery at home base.



Grampaw Pettibone says:

Last month, I shook my fist in the air and hollered about attention to detail and how professional success depends on it. This *Skyhawk* driver came close as a whisker to provin' the point all over again, even though it wasn't his fault. Post-flight inspection revealed that the seat pan oxygen hose assembly fittings were loose. The aviator wasn't gettin' enough oxygen.

Grant ya, there was no requirement in the daily MRC deck to inspect security of the seat pan oxygen hose assemblies. "Local" inspections have since begun to prevent any future A-4s from fallin' out of the ozone.

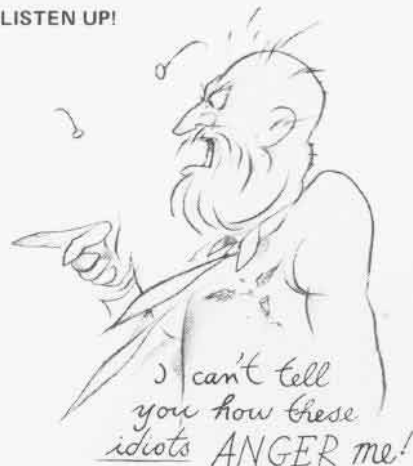
There just ain't any foolproof systems in Naval Air. Imagine losin' a bird

and a pilot because of a loose connection like this.

Details, folks, details!

Memo from Gramps

LISTEN UP!



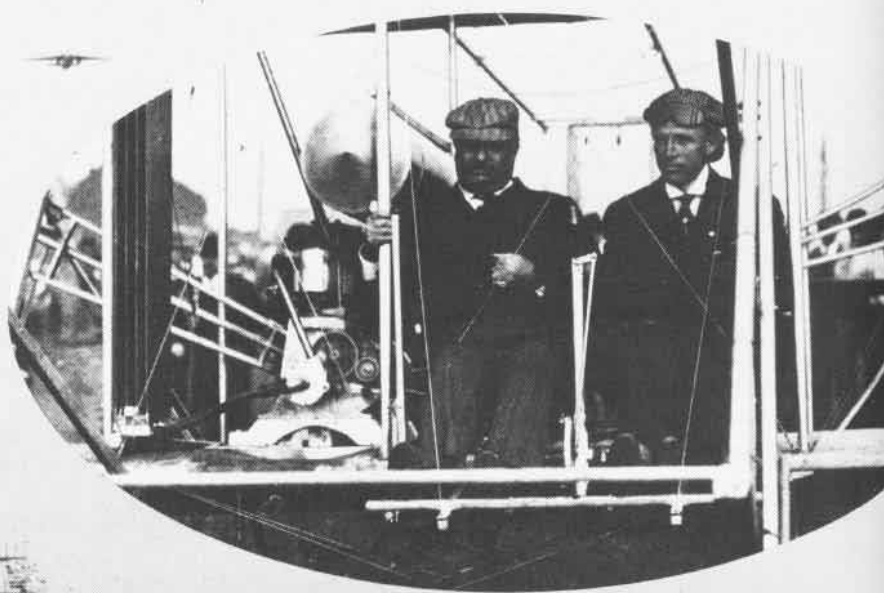
In the past few weeks, we've had some Naval Aviators go off the deep end flat-hatting. The toll is high in lives lost and aircraft destroyed. One junior officer had a reputation for flat-hatting amongst his fellow JOs. He's dead now. Dead from flat-hatting. His C.O. was unaware of the man's bad habits.

We can't tolerate misuse of precious human lives and costly hardware.

Skippers: Do you know what your boys are doing when they are out there in the wild blue?

The Year in Review

During Naval Aviation's 75th Anniversary year, the Navy commissioned its fourth Nimitz-class carrier, USS Theodore Roosevelt (CVN-71). Roosevelt, the 26th President of the United States, was one of the early aviation enthusiasts and instrumental in the development of Naval Aviation. While serving as Assistant Secretary of the Navy during 1898, he recommended an investigation of Langley's flying machine for its practicality and potential use by the Navy.



1986

The Diamond Anniversary Year of Naval Aviation, 1986, was filled with commemorative ceremonies and events which celebrated 75 years of Naval Air. Throughout the year, many of the advances in the development of Naval Aviation were lauded, as well as the men and women who contributed to its growth. Besides reminders of past accomplishments, the year heralded Naval Air's involvement in world affairs. International events, including the heartfelt loss of the space shuttle *Challenger* crew, continued to bring the aviation community to the forefront as Naval Aviation forces were called upon repeatedly for special operations. It was quite a different scene 75 years earlier.

The year 1911 was a humble beginning for Naval Aviation — a time when its importance hung in the balance of the Navy's need for an air organization and the accomplishments made by a few pioneers. In contrast to today's fast-paced developments, the early years saw slow progress as early Naval Aviators persisted to prove the feasibility of using aircraft at sea. Then, suddenly propelled by

WW I, Naval Aviation was well on its way, firmly supported by aviation enthusiasts. Even critics recognized the capabilities of the organization as Naval Air forces came to the defense of American policy, both at home and abroad.

Now, after more than three quarters of a century, world affairs continue to emphasize the need for Naval Aviation. A review of past years indicates that conditions in one geographic location after another have presented threats of global proportion. Continuing from the previous year, newspaper headlines in 1986 were dominated by terrorist activities, with the Middle East still prominent as the "hot spot" of international unrest and tension. In addition to the crisis in Lebanon, global attention was directed toward Libya, located off the Gulf of Sidra. The country's support of terrorism and its disputed claim to international waters as a "line of death" was presented as a challenge to the U.S. Accusations were flung and demands and threats were made until the situation climaxed with strikes on Libya by U.S. naval forces who retaliated against initial Libyan terrorist strikes. The tempo of Naval Air operations remained high through midyear and gradually slowed down toward year's end. But international events continued to emphasize the readiness and capabilities of Naval Aviation.



USS Coral Sea (CV-43) held center stage in Naval Aviation operations during 1986.

January

8 With its change of command, Carrier Air Wing (CVW) 8 became the first air wing to incorporate the wing commander/deputy commander concept, which provides an improved focus on power projection, and enhances tactical development and strike planning. Under this system, the wing commander, O-6, is directly responsible to the assigned battle group commander, both ashore and afloat, and additionally to the carrier commanding officer when embarked. Capt. Frederick L. Lewis relieved Capt. Daniel L. Rainey, Jr., as Commander, CVW-8 in a ceremony at NAS Oceana, Va. As part of the restructuring, CVW-8 was redesignated as a "major sea command," reporting to Commander, Carrier Group 8 and additionally to Commanding Officer, USS *Nimitz* (CVN-68) when embarked.

13 The T-39 *Sabreliner* completed its final flight for the U.S. Navy as a training aircraft when VT-86, based at NAS Pensacola, Fla., retired its last T-39D. BuNo 150983 was included among six of the eight remaining *Sabreliners* which were sent to Davis Monthan AFB, Ariz. Two others were scheduled for use as VIP transports at other Navy and Marine Corps air stations. The T-39 aircraft had completed 20 years and 300,000 hours of service within the Naval Flight Officer program.

15 The *Royal Navy's* VA-27 officially became the first recipients of the Grampaw Pettibone Trophy during a ceremony at the Officer's Club on the Washington Navy Yard. D.C. Cdr. Joseph P. Sciabarra, C.O. of the NAS Lemoore, Calif.-based squadron, accepted the award from Secretary of the Navy John F. Lehman. The trophy was commissioned by Paul Warner, son of the originator of Grampaw Pettibone, and will be awarded annually to the individual or organization that contributes the most toward aviation safety awareness through written communications.

22 Vice President George Bush was the key participant at the official inaugural marking the yearling observance of the Diamond Anniversary of Naval Aviation at the National Air and Space Museum, Washington, D.C. Secretary of Defense Caspar Weinberger and Secretary of the Navy John Lehman also attended.

25 The Navy's last *Grampaw Pettibone* trophy was retired to Davis Monthan AFB, Ariz., after its final training mission. The aircraft was flown by a student 2nd Lt. R. R. Osborn, with Ens. D. C. Drope as observer. The transfer of the aircraft to Davis Monthan left the Naval Air Training Command with a fleet composed of the new TH-57B (VFR) and TH-57C (ITR) training helicopters.

28 Naval Aviator and astronaut Cdr. Michael John Smith and six other astronauts were killed in a massive explosion of the space shuttle *Challenger* shortly after its launch from Kennedy Space Center, Fla. The explosion was triggered by escaping propellant combustion products which cut into the shuttle's liquid-fuel booster. Cdr. Smith was a graduate of the U.S. Naval Academy and the only Navy member of the space shuttle crew.

28 U.S. Navy squadrons participating in recovery efforts of debris from the space shuttle *Challenger* included two P-3C *Orion* squadrons based at NAS Jacksonville, Fla., the *Batmen* of VP-24 and the *Mad Foxes* of VP-5; an SH-60B squadron, the *Proudwarriors* of HSL-42; and the VS-28 *Gamblers*, flying the S-3 *Viking*.

February

Production of the Navy's T-45A *Goshawk* advanced jet trainer began at Douglas Aircraft Company. The aircraft, a derivative of the British Aero-



VA-27 received the first Grampaw Pettibone Award. Left to right: sponsor Mr. Paul Warner; Grampaw Pettibone cartoonist Mr. Robert Osborn; Secretary of the Navy John F. Lehman; VA-27 C.O. Cdr. Sciabarra; and VAdm. Edward H. Martin, DCNO (Air Warfare).

space *Hawk*, is part of the T-45T pilot training program that also includes flight simulators, computers, computerized instructional programs and a logistics support system. Delivery of the first aircraft to the Navy is scheduled for 1989.

20 RAdm. Richard H. Truly was appointed the Associate Administrator of Space Flight within the National Aeronautics and Space Administration. Truly was designated a Naval Aviator in October 1960 and had served as Commander, Naval Space Command since its establishment in 1983.

March

5 The posthumous appointment of former *Challenger* astronaut and Naval Aviator Cdr. Michael J. Smith to the grade of captain was announced by Secretary of Defense Caspar W. Weinberger. Smith, who was born on April 30, 1945, in Morehead City, N.C., died in January while serving as the pilot aboard *Challenger* Flight 51L.



The last operational ES-2D prepares for its final flight en route to Davis Monthan AFB, Ariz., for storage.

8 The last operational ES-2D in the Navy's inventory was retired at Davis Monthan AFB, Ariz., after it departed the Pacific Missile Range Facility at Barking Sands, Hawaii. The aircraft, BuNo 147870, had been used at the command in support of various sea test range operations for approximately 20 years.

18 The second F-21 *Kfir* squadron, and the first assigned to the Marine Corps, was established as Marine Fighter Training Squadron (VMFT) 401 at MCAS Yuma, Ariz. Appropriately nicknamed *Snipers*, the squadron provides adversary training support to the Fleet Marine Force and other units. The nickname was derived from the title "Sniper Pilot" which is the literal translation of the highest of the four grades of tactical Soviet pilots. VF-43, at NAS Oceana, Va., was the first Navy squadron to receive the F-21s.

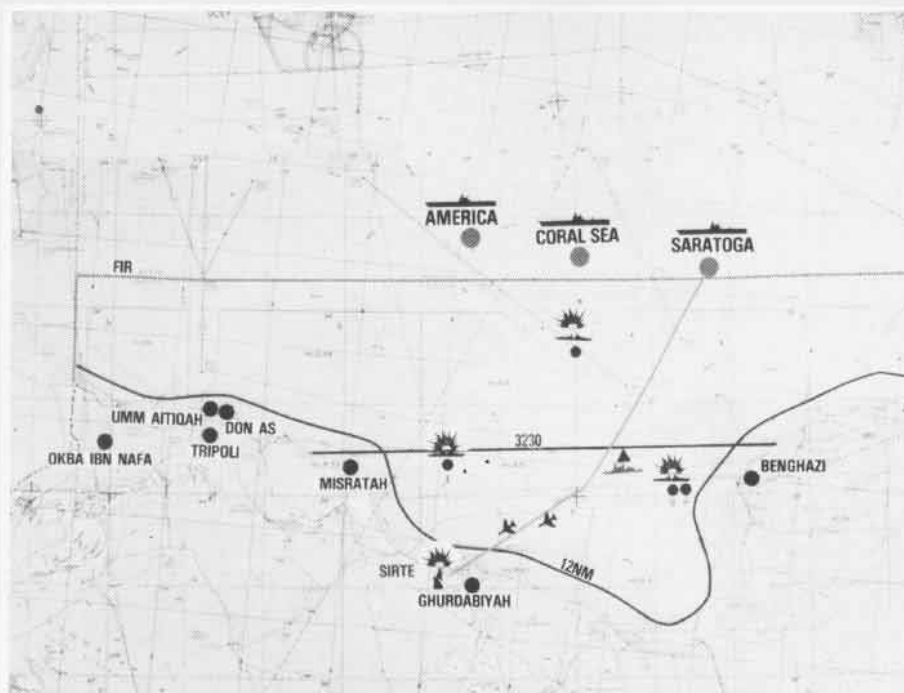
24 Libyan missiles were fired at U.S. Navy forces operating in the Gulf of Sidra (see "Libyan Operations").

25 The final carrier launching of a Navy fleet F-4S *Phantom* was completed by pilot Lt. Alan Colegrove and radar intercept officer Lt. Greg Blankenship of VF-151. The aircraft was launched from USS *Midway* (CV-41) during flight operations in the East China Sea. The F-4 was scheduled for replacement by the F/A-18 *Hornet*.

28 VFA-106, the Atlantic Fleet F/A-18 readiness squadron, graduated its first class of replacement pilots.

Libyan Operations

Libyan Operations 24 Mar-15 Apr 86 and a list of Naval Aviation units involved, either directly or in a support role. (Note: Not all units listed were involved during the entire time frame listed above.)



Map showing location of Libyan operations during 24-25 March 1986.

USS America (CV-66) CVW-1 (Tail Code: AB)

Squadrons	Aircraft
VA-34	A-6E/KA-6D
VA-46	A-7E
VA-72	A-7E
VF-33	F-14A
VF-102	F-14A
VS-32	S-3A
VAW-123	E-2C
HS-11	SH-3H
VMAQ-2 Det	EA-6B
VQ-2 Det	EA-3B

USS Coral Sea (CV-43) CVW-13 (Tail Code: AK)

Squadrons	Aircraft
VFA-131	F/A-18A
VFA-132	F/A-18A
VA-55	A-6E/KA-6D
VAW-127	E-2C
VAQ-135	EA-6B
VQ-2 Det	EA-3B
VMFA-314	F/A-18A
VMFA-323	F/A-18A
HS-17	SH-3H



PH1 William A. Shayka

USS Saratoga (CV-60) CVW-17 (Tail Code: AA)

Squadrons	Aircraft
VA-81	A-7E
VA-83	A-7E
VF-74	F-14A
VF-103	F-14A
VA-85	A-6E/KA-6D
VAQ-137	EA-6B
VAW-125	E-2C
VS-30	S-3A
HS-3	SH-3H
VQ-2 Det	EA-3B

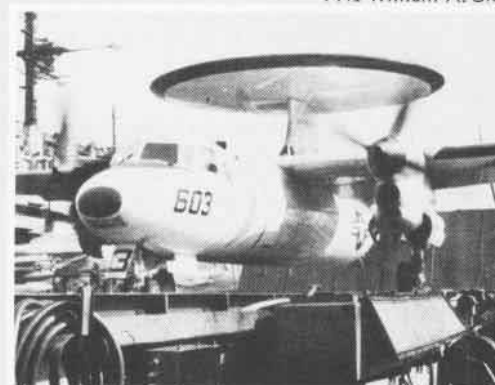
USS Guadalcanal (LPH-7)

HMM-263	AH-1T/CH-53E/CH-46E
HMM-263 Tail Code: EG	



An A-7E Corsair II aboard USS Saratoga (CV-60) preparing to launch with Harpoon missiles.

PH1 William A. Shayka



VAW-125 launches one of its E-2C Hawkeyes from Saratoga. The early warning aircraft played a pivotal role in the Libyan operations.

An HSL-42 SH-60B Seahawk deployed to the Med during Libyan operations. The squadron was only one of many Navy helicopter units operating in support of these operations.

Other Aviation Units

Squadrons	Tail Code	Aircraft
HSL-32 Dets	HV	SH-2F
HSL-34 Dets	HX	SH-2F
HSL-36 Dets	HY	SH-2F
HSL-42 Dets	HN	SH-60B
VP-23	LJ	P-3C
VP-56	LQ	P-3C
HC-4	HC	CH-53E
HC-6 Det	HW	UH-46D/CH-46D
VR-22	JL	C-130F
VAQ-138 Det		EA-6B
VR-24	JM	C-2A
HC-8 Dets	BR	UH-46A/CH-46D
HS-1 Det	AR	SH-3
HC-9 Det		HH-3A
VQ-2	JQ	EP-3E

Libyan Operations



VP-56's P-3C Orions provided support for operations in the Mediterranean.

March

24 VP-56 provided ASW patrol assets for "Freedom of Navigation" exercises in the Gulf of Sidra, which precipitated the SA-5 missile firings on American carrier aircraft operating in international waters.

24 VAQ-137 coauthored a plan to destroy the Libyan SA-5 missile radar site at Surt. The plan was executed using the electronic capabilities of the deployed VAQ squadrons and the HARM missile.

24 VA-81, with its A-7E *Corsair IIs*, participated in the retaliatory strike against the Surt SA-5 missile site by acting as the decoy group for VA-83's A-7Es, which fired their HARMs against the site.

24 A-6E *Intruders* from VA-34 attacked and sank a Libyan *Combattante II* G-class fast attack missile craft with a *Harpoon* missile. This was the first operational use of a *Harpoon* in combat. A second missile boat, which had been operating with the destroyed *Combattante II*, was attacked by VAs 34 and 85 aircraft using *Rockeye* bombs.

25 *Intruders* of VAs 55 and 85 attacked a Libyan *Nanuchka II*-class missile corvette. VA-55 dropped several *Rockeyes* on the *Nanuchka II* and VA-85 followed with a *Harpoon* attack, which resulted in the sinking of the corvette. A second *Nanuchka II* was damaged in attacks by aircraft from the two squadrons, forcing it to return to the port of Benghazi.

April

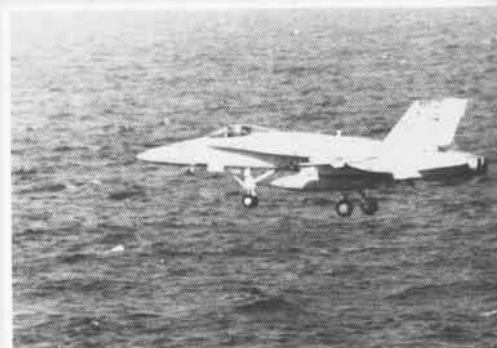
14 F/A-18 *Hornets* from CVW-13 and A-7E *Corsair IIs* from USS *America* provided air-to-surface *Shrike* and HARM missile strikes against Libyan surface-to-air missile sites at Benghazi and Tripoli, minutes before the attack by the Navy's A-6Es and the Air Force's F-111s. Navy E-2C *Hawkeyes* and EA-6B *Prowlers*, along with Marine Corps *Prowlers*, provided electronic countermeasures and command control capabilities for aircraft involved in the strikes against Libya. CVW-1's F-14A *Tomcats* and CVW-13's F/A-18 *Hornets* provided fighter support for the operations.

14 Attack aircraft from VAs 55 and 34 conducted a low-level bombing raid on terrorist targets in Benghazi, Libya (Benina airfield and Benghazi military barracks).

PHAN Salman



A VS-30 S-3A Viking armed with Rockeye bombs launches from USS Saratoga.



An F/A-18 Hornet of VFA-132 takes off from USS Coral Sea.



This VA-55 A-6E just touched down on board Coral Sea. The tactical striking power of the Intruder was proven in the Med as A-6E squadrons successfully damaged or destroyed their targets during operations against Libya.



A CVW-17 A-7E launches from Saratoga with missiles and Rockeyes.

1986 Carrier Deployments

USS America (CV-66)

Med, 10 Mar-10 Sep 86 CVW-1 (Tail Code: AB)

Squadron	Aircraft
VA-34	A-6E/KA-6D
VA-46	A-7E
VA-72	A-7E
VF-33	F-14A
VF-102	F-14A
VS-32	S-3A
VAW-123	E-2C
HS-11	SH-3H
VMAQ-2 Det	EA-6B
VQ-2 Det	EA-3B

USS Ranger (CV-61)

NorPac, 18 Aug-20 Oct 86 CVW-2 (Tail Code: NE)

Squadrons	Aircraft
VF-1	F-14A
VF-2	F-14A
VA-145	A-6E/KA-6D
VAQ-131	EA-6B
VAW-116	E-2C
VS-38	S-3A
HS-14	SH-3H
VMA (AW)-121	A-6E

USS J. F. Kennedy (CV-67)

Med, 18 Aug 86-3 Mar 87 CVW-3 (Tail Code: AC)

Squadrons	Aircraft
VF-14	F-14A
VF-32	F-14A
VA-66 Det	A-7E
VA-75	A-6E/KA-6D
HS-7	SH-3H
VAQ-140	EA-6B
VAW-126	E-2C
VMA (AW)-533	A-6E
VQ-2 Det	EA-3B
VS-22	S-3A

USS Midway (CV-41)

Forward Deployed WestPac, Jan-Apr 86 CVW-5 (Tail Code: NF)

Squadrons	Aircraft
VF-151	F-4S
VF-161	F-4S
VA-56	A-7E
VA-93	A-7E
VA-115	A-6E/KA-6D
VAQ-136	EA-6B
VAW-115	E-2C
HS-12	SH-3H
VQ-1 Det A	EA-3B

USS Midway (CV-41)

Forward Deployed WestPac, Nov-Dec 86 CVW-5 (Tail Code: NF)

Squadrons	Aircraft
VFA-151	F/A-18
VFA-192	F/A-18
VFA-195	F/A-18
VA-115	A-6E/KA-6D
VAQ-136	EA-6B
VAW-115	E-2C
HS-12	SH-3H

USS Forestal (CV-59)

Med, 2 Jun-10 Nov 86 CVW-6 (Tail Code: AE)

Squadrons	Aircraft
VF-11	F-14A
VF-31	F-14A
VA-37	A-7E
VA-105	A-7E
VA-176	A-6E/KA-6D
HS-15	SH-3H
VAW-122	E-2C
VAQ-132	EA-6B
VS-28	S-3A
VQ-2 Det	EA-3B

USS Nimitz (CVN-68)

NorLant, 15 Aug-16 Oct 86 CVW-8 (Tail Code: AJ)

Squadrons	Aircraft
VF-41	F-14A
VF-84	F-14A
VA-35	A-6E/KA-6D
VAW-124	E-2C
VA-82	A-7E
VA-86	A-7E
VS-24	S-3A
VAQ-138	EA-6B
HS-9	SH-3H
VQ-2 Det	EA-3B

USS Enterprise (CVN-65)

WestPac, IO and Med, 15 Jan-12 Aug 86 CVW-11 (Tail Code: NH)

Squadrons	Aircraft
VF-114	F-14A
VF-213	F-14A
VA-22	A-7E
VA-94	A-7E
VA-95	A-6E/KA-6D
VAW-117	E-2C
VAQ-133	EA-6B
HS-6	SH-3H
VQ-1 Det B	EA-3B
VS-21	S-3A

USS Coral Sea (CV-43)

Med, 1 Oct 85-19 May 86 CVW-13 (Tail Code: AK)

Squadrons	Aircraft
VFA-131	F/A-18A
VFA-132	F/A-18A
VA-55	A-6E/KA-6D
VAW-127	E-2C
VAQ-135	EA-6B
VQ-2 Det	EA-3B
VMFA-314	F/A-18A
VMFA-323	F/A-18A
HS-17	SH-3H

USS Constellation (CV-64)

NorPac, 4 Sep-20 Oct 86 CVW-14 (Tail Code: NK)

Squadrons	Aircraft
VFA-25	F/A-18A
VFA-113	F/A-18A
VF-154	F-14A
VF-21	F-14A
VA-196	A-6E/KA-6D
VAW-113	E-2C
VS-37	S-3A
VAQ-139	EA-6B
HS-8	SH-3H

USS Carl Vinson (CVN-70)

WestPac and IO, 12 Aug 86-5 Feb 87 CVW-15 (Tail Code: NL)

Squadrons	Aircraft
VF-51	F-14A
VF-111	F-14A
VA-27	A-7E
VA-52	A-6E/KA-6D
VA-97	A-7E
VAQ-134	EA-6B
VAW-114	E-2C
HS-4	SH-3H
VS-29	S-3A
VQ-1 Det C	EA-3B

USS Saratoga (CV-60)

Med and IO, 25 Aug 85-16 Apr 86 CVW-17 (Tail Code: AA)

Squadrons	Aircraft
VA-81	A-7E
VA-83	A-7E
VF-74	F-14A
VF-103	F-14A
VA-85	A-6E/KA-6D
VAQ-137	EA-6B
VAW-125	E-2C
VS-30	S-3A
HS-3	SH-3H
VQ-2 Det	EA-3B

Nine of the 10 graduates were aviators assigned to the VFA-137 *Kestrels*, which were established in 1985 and currently based at NAS Cecil Field, Fla.

29 LCdr. Donnie Cochran, the first Black American member of the U.S. Navy's precision flight demonstration squadron, the *Blue Angels*, completed his initial performance during the team's air show held at Luke AFB, Ariz. LCdr. Cochran was selected in September 1985 for the number three position on the flight team based at Pensacola, Fla.

April

28 USS *Enterprise* (CVN-65) transited the Suez Canal, becoming the first nuclear-powered carrier to do so, as it steamed toward the Mediterranean to relieve USS *Coral Sea* (CV-43). The transit began at 0300 and took approximately 12 hours to complete.

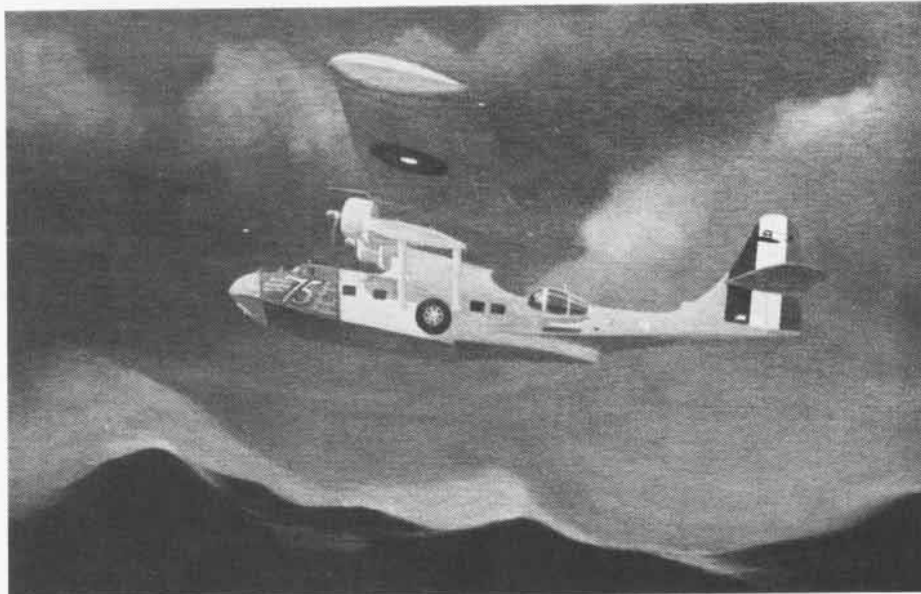
May

2 The feasibility of blimps for active duty was determined by a Navy board and later recommended to the Secretary of the Navy for funding. Studies concerning the usefulness of Navy airships were completed earlier in 1985.

2 The Navy initiated a contract for the V-22 tilt-rotor aircraft with the team of Bell Helicopter Textron, Fort Worth, Texas, and Boeing-Vertol Company, Philadelphia, Pa., as codevelopers of the joint-services aircraft. A total of 1,213 V-22s are scheduled to be built, with 552 for the Marine Corps, 50 planned for Navy combat search and rescue, and another 300 for antisubmarine warfare.

5 The Secretary of the Navy designated 1986 as the Diamond Anniversary of Naval Aviation, during which significant historical Naval Aviation achievements would be recognized in events throughout the year.

5 A reenactment flight of the original NC-4's transatlantic crossing took place as one of the 75th Anniversary commemorative events. The flight was made with two privately-owned PBY *Catalina* flying boats, one painted with the original NC-4 colors. It originated from NAS Pensacola, Fla., and commenced the original route, at Rockaway, N.Y. On May 8, 1919, LCdr. Albert C. Read began the first Atlantic crossing, which originated from NAS Rockaway Beach, N.Y., and ended in Lisbon, Portugal.



One of the PBYs which completed the reenactment flight of the original NC-4 is depicted in this painting by Naval Aviation News' Art Director, Charles C. Cooney.

8 Eight individuals were inducted into the Hall of Honor at the Naval Aviation Museum, in Pensacola, Fla. The inductees were MGen. Marion E. Carl, USMC; RAdm. David S. Ingalls, USNR; Capt. Donald B. MacDiarmid, USCG; VAdm. Frederick M. Trapnell, USN; VAdm. Robert B. Pirie, USN; Flt. Adm. William F. Halsey, USN; 1st Lt. Robert G. Robinson, USMCR; and aircraft designer Edward H. Heinemann. The selection was unique because three of the inductees, Carl, Heinemann and Pirie, are still living.

8 Comedian Bob Hope became Honorary Naval Aviator No. 17 during Magic Week in Pensacola, Fla., a celebration commemorating the 75th Anniversary of Naval Aviation. Known to many as "Mr. Entertainment," Hope traveled more than one million miles during WWII, entertaining more than 10 million troops, and has since made appearances at almost every American military base in the world.

13 The first *Shrike* launch by a Navy EA-6A was completed by VAQ-209 when LCdrs. E. L. Brandt and M. J. Corcoran conducted a live firing of an AGM-45 *Shrike* missile at Naval Weapons Center, China Lake, Calif. The launch occurred during the reserve squadron's annual two weeks active duty for training.

27 The helicopter landing trainer IX-514 was approved for use by student Naval Aviators after testing was conducted using UH-1N, SH-3H, SH-60B, and TH-57 aircraft. The training craft provides a platform to shipboard-qualify student helo pilots before they join the fleet.

June

1 Medium Attack Weapons School, Pacific (MAWSPac), previously composed of personnel from Attack Squadron 128, was officially designated a separate shore command. During an establishment ceremony on June 16, at NAS Whidbey Island, Wash., Cdr. R. P. Dodd was designated as the first commanding officer of the combat readiness training school, which is under the operational and administrative control of Commander Medium Attack Tactical Electronic Warfare Wing, U.S. Pacific Fleet.

6 Newly established Strike Fighter Squadrons (VFAs) 136 and 137 were officially assigned to CVW-13, completing the air wing's complement of four F/A-18 *Hornet* squadrons.



During a celebration of Naval Aviation's 75th Anniversary, comedian Bob Hope was named an Honorary Naval Aviator and received his "Wings of Gold" from his wife, Dolores.

6 The first Naval Aviation Cadet in 17 years began active duty when Capt. Bobby Farrar, deputy commander of the Navy Recruiting Command, swore in his son, Sean. The program, which allows personnel to enter aviation officer candidate school and eventually flight training without a college degree, had been suspended in 1969.

18 As part of the Navy's strategic home-porting plan, the House Appropriations Committee earmarked funds to build a port at Everett, Wash., for a carrier battle group.

28 As a tribute to the 75th Anniversary of Naval Aviation and Glenn H. Curtiss, a week of festivities began at Hammondsport, N.Y. Events included a reenactment of the Navy's first flight of the A-1 and a permanently mounted scale model of the aircraft, which was unveiled at dedication ceremonies on the shore of Keuka Lake on June 29.

July

1 The Helistat, a flight demonstrator lighter-than-air craft under development by Piasecki Aircraft Company for use by the Forestry Service, crashed at NAEC Lakehurst, N.J., during flight tests. The Helistat was powered by the engines and rotor systems of four SH-34J *Seabat* helicopters attached to a ZPG-2 airship envelope.

1 A formal airship development program was approved for the U.S. Navy by Secretary of the Navy John Lehman. The naval airship program was initiated in 1985 to provide an airborne early warning capability for a non-carrier battle group with secondary missions of air antisubmarine warfare and search and rescue.



An EA-6B Prowler of VAQ-131 was the first fleet aircraft to fire the HARM missile.

1 Strike Fighter Squadrons (VFAs) 192 and 195 were assigned to CVW-5, becoming the first F/A-18 squadrons to be assigned (forward deployed) to an overseas home port.

August

5 VAQ-131 performed the first fleet launch of a HARM (AGM-88A) missile from a fleet EA-6B at Naval Weapons Center, China Lake, Calif. The missile was fired from a *Prowler* flown by Lt. Robert Smith, pilot; LCdr. Kenneth Parks, ECMO 1; Lt. Michael Quinlan, ECMO 2; and commanding officer Cdr. William Headridge, ECMO 3.

18 An advanced medium range air-to-air missile (AMRAAM) launched at Pacific Missile Test Center, Point Mugu, Calif., from a modified F/A-18 *Hornet* intercepted its target flying at low altitude in a high clutter environment when it shot down a QF-86 drone. The

F/A-18 was flying 800 feet above sea level over the Pacific at Mach .49 and the drone was flying at Mach .68 at 625 feet above the water.

19 USS *Carl Vinson* (CVN-70), with CVW-15 aboard, performed fleet operations in the Bering Sea, making it the first carrier since WW II to perform such operations in that part of the world. The carrier returned to NAS Alameda, Calif., on February 5, 1987.

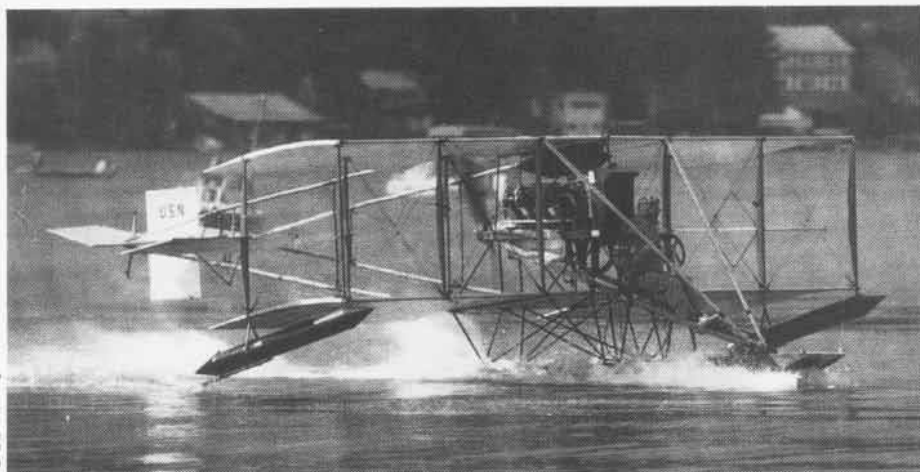
19 Tests of the CAI Mod 2, an optical landing system for the AV-8B on LHA class ships, were initiated aboard USS *Bellamy Wood* for day/night operations. The tests were conducted through August 20 and again from October 6-23.

25 The keel was laid for USS *George Washington* (CVN-73), the Navy's sixth *Nimitz*-class carrier, at Newport News Shipbuilding and Drydock Company, Newport News, Va.

September

1 The *Coral Sea* concept, approved by the Secretary of the Navy to provide USS *Coral Sea* (CV-43) and USS *Midway* (CV-41) with two squadrons of eight A-6Es each, was initiated with VA-65's assignment to CVW-13 aboard *Coral Sea*. VA-65 was previously assigned to CVW-7.

10 When USS *America* (CV-66) returned from its Med deployment, it marked the first battle group to spend no more than six months overseas as part of the Navy's efforts to reduce deployments. Having deployed to the Sixth Fleet on March 10, 1986, the carrier was relieved by USS *John F. Kennedy* (CV-67) with CVW-3.



During the 75th Anniversary celebration at Hammondsport, N.Y., a replica of the Navy's first aircraft, the A-1, was flown.



Famed aircraft designer Mr. Ed Heinemann receives his honorary "Wings of Gold" from VAdm. Edward H. Martin, DCNO (Air Warfare).

24 VAW-88 completed the last operational flight of the E-2B aircraft when BuNo 151724 was flown from NAS Miramar, Calif., to Davis Monthan AFB, Ariz., for permanent storage. The crew of the aircraft included Cdr. Kevin Dean, LCdr. Keith Herrel, Cdr. Wesley Weesner, ATI Thomas Heldenbrand and ATC Ronald Kraus. The E-2B has been replaced by the E-2C.

29 The Navy's F-14A Plus *Super Tomcat* completed its maiden flight as it hit Mach 1.1 at 25,000 feet and a maximum altitude of 35,000 feet during engine compatibility and flutter

tests performed by pilot Joe Burke. The aircraft is powered by new F110-GE-400 turbofan engines with approximately 35 percent more thrust than current F-14A TF30s.

October

1 VRF-31, the Navy's last aircraft ferry squadron, was disestablished at NAS Norfolk, Va. The squadron was established originally as VRF-1 and received its current designation in 1957. It became the Navy's only ferry squadron when VRF-32, on the West Coast, was disestablished in 1972.

1 VA-66 was disestablished but remained operational as Attack Detachment 66 aboard USS *John F. Kennedy* in the Med as the HARM missile det of CW-3. The det remained active until the end of the deployment when it was dissolved on March 31, 1987, at NAS Cecil Field, Fla.

4 HM-18, the Naval Reserve's first helicopter mining squadron, was established at NAS Norfolk, Va., with Cdr. W. K. Steiner as C.O. Assigned to Commander, Helicopter Wing Reserve, the squadron later accepted its first aircraft, an RH-53D, on December 19, when BuNo 158690 was transferred from HM-16.

17-18 VFP-206, the Navy's last photoreconnaissance squadron, performed the last catapult and carrier landing of the F-8 aboard USS *America* (CV-66) when LCdr. Barry Gabler made the final landing. VFP-206 retired its *Crusaders* in March 1987, when the squadron was disestablished.

18 Edward H. Heinemann became Honorary Naval Aviator No. 18 in a ceremony at the Navy League Ball in Los Angeles, Calif., during a celebration of the 75th Anniversary of Naval Aviation. Also known as "Mr. Attack Aviation," the honor was bestowed upon Heinemann in recognition of his

The passing of an era was marked when the last fleet F-4 Phantom II (shown landing in the inset) departed USS Midway (CV-41), making way for the arrival of VFA-195's F/A-18 Hornets aboard the forward-deployed carrier.





The first TAV-8B Harrier II trainer under construction.

contributions to the technical development of naval aircraft.

20 Naval Aviation personnel were authorized by ALNAV 202001Z Oct to wear brown shoes and khaki socks with summer khaki uniforms to become effective on April 1, 1987. All officers with aviation designators, qualified flight surgeons, aviation physiologists and enlisted personnel in pay grades E-7 and above were included in the new regulation, which specified a low-quarter, brown leather dress shoe with plain toe.

22 The TAV-8B, a two-seat trainer version of the AV-8B *Harrier II* light attack aircraft, made its first flight, reaching a speed of 400 knots and climbing to 40,000 feet. Scheduled for operation by the Marine Corps, the TAV-8B will be used for pilot training in vertical and short takeoff and landing flight.

25 The Navy's fifth nuclear carrier USS *Theodore Roosevelt* (CVN-71) was commissioned after its completion 17 months ahead of schedule at Newport News Shipbuilding and Drydock Company, Newport News, Va.

November

3 VR-57 flew a C-9B aircraft into the port city of Qingdao in the Peoples Republic of China, becoming the first

naval aircraft to do so since the port was closed to the U.S. in 1949. The flight preceded by two days the visit of three naval ships to the port. VR-57, a reserve squadron based at NAS North Island, Calif., is commanded by Cdr. A. W. Boyce.

8 The *Blue Angels*, the Navy's flight demonstration squadron, completed their final flight performance with the A-4

Skyhawk aircraft during their demonstration at the Skyhawk Airshow held at NAS Pensacola, Fla.

28 Cdr. Pat Moneymaker landed the first F/A-18 aboard USS *Midway* (CV-41). In early November, EA-6B squadron VAQ-136 and three F/A-18 squadrons, VFAs 151, 192 and 195, were TRANSPACed to NAF Atsugi, Japan.

December

20 The Navy established its first VP Master Augment Unit (MAU) at NAS Moffett Field, Calif., with Cdr. James P. Schear in command. Similar in composition to a reserve VP squadron, the MAU will operate P-3C and TP-3A aircraft and train aircrews and squadron personnel which will augment active duty fleet squadrons two weeks per year. Squadron augment units (SAUs), predecessors of the MAUs, are scheduled to consolidate into the MAU at Moffett.

31 VC-8 launched three H-3 helicopters on short notice to support rescue efforts at the Dupont Plaza Hotel fire in San Juan, Puerto Rico. Called the worst hotel disaster in U.S. history, 75 persons stranded on the roof of the hotel were rescued in twilight and darkness by the *Redtails*. VC-8 provides search and rescue backup to the U.S. Coast Guard. ■

Establishment (E) / Disestablishment (D) / Redesignation (R) of Aviation Commands



ComTacWingsLant to	
ComFitMatAEWWingsLant	01 OCT 86 R
ComStrkFightWingsLant	01 OCT 86 E
ComSeabasedASWWings-	
Lant to ComHelWingsLant	01 OCT 86 R
MAtkWepScolPac	01 JUN 86 E
CVW-10	07 NOV 86 E
HM-18	01 OCT 86 E

HSL-44	21 AUG 86 E
HSL-45	03 OCT 86 E
VA-12	01 OCT 86 D
VA-15 TO VFA-15	01 OCT 86 R
VA-56	31 AUG 86 D
VA-66	01 OCT 86 D
VA-87 TO VFA-87	01 MAY 86 R
VA-93	31 JUL 86 D
VA-185	01 DEC 86 E
VA-192 TO VFA-192	10 JAN 86 R
VAW-111	01 OCT 86 E
VF-151 TO VFA-151	01 JUN 86 R
VF-161 TO VFA-161	01 JUN 86 R
VF-191	01 DEC 86 E
VRF-31	01 OCT 86 D

The Best

The British carrier HMS Hermes steams off the South Carolina coast.



An EA-6B Prowler of VAQ-137 touches down aboard USS John F. Kennedy (CV-67).

Flight deck crewmen were kept busy aboard Kennedy during operations off Lebanon as part of the peacekeeping force.



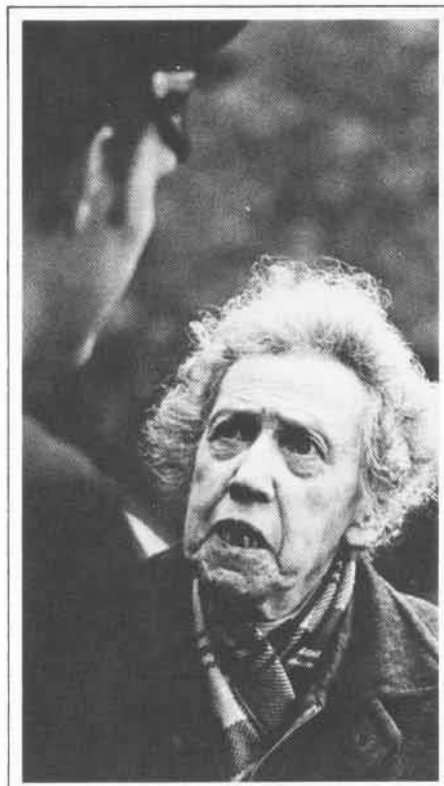
of Kirby Harrison

On May 30, JOCS Kirby Harrison retired after 20 years of naval service, including the last six years as an associate editor of *Naval Aviation News*. He was a three-time winner of the Navy's Photojournalist of the Year Award — in 1972, 1983 and 1984. In 1984, on a special assignment, Senior Chief Harrison led a handpicked team of photojournalists to cover the joint U.S.-South American naval exercise *Unitas XXV*, and produced a commemorative book commissioned by CNO. In addition, he contributed his efforts to the 75th Anniversary of Naval Aviation staff and its numerous projects throughout 1986. One of his

most interesting challenges was filming the reenactment of the first transatlantic flight in May of the Diamond Anniversary Year.

NA News extends best wishes for success in the civilian world to Senior Chief Harrison. This collection of some of his favorite photographs is a tribute to his considerable talent. His photography has enlivened the pages of *NA News* and contributed to the rich heritage of Naval Aviation. ■

Two sumo wrestlers face off during competition in Hawaii.



A Syracuse, N.Y., resident has a confrontation with a policeman during a neighborhood crime control watch.

The U.S. Coast Guard training barque Eagle motors toward the Washington Navy Yard for the Commandant's change of command.

By Hal Andrews

Among the aircraft used by the Navy for special purposes are three members of Northrop's widely used family of lightweight, supersonic trainers and fighters: the T-38A *Talon* and F-5E and F-5F *Tiger II*. They are unusual supersonic Navy aircraft because they are not carrier-suitable. Their appearance in the inventory was dictated by training needs for test pilots at the U.S. Naval Test Pilot School, Naval Air Test Center (NATC), Patuxent River, Md., and as aggressor aircraft for honing the skills of fighter pilots and pilot/radar intercept officer teams. Thus, while Northrop's original design objective — a lightweight fighter for both carrier and Air Force use — never materialized, at least the Navy did finally become a customer.

Back in the fifties, Northrop's fighter production centered on a large, subsonic, all-weather fighter, the F-89 *Scorpion*. The company's competitors were already involved in the development and/or production of supersonic fighters for various missions, including the Air Force "Century series" and its Navy equivalents. Based on assessment of its own F-89 and the characteristics of most current competitive designs, Northrop management felt that fighters had become too large, complex, heavy and costly — and that the real challenge and opportunity was to build a simple, lightweight, supersonic fighter.

In 1955, a new generation of Air Force-sponsored smaller jet engines for missile applications promised engines which, if equipped with afterburners, would provide the basis for a small twin-engine fighter which was capable of supersonic speeds. General Electric was particularly interested in seeing the new 2,000-pound-thrust class J85 developed for manned aircraft applica-

tions, and Northrop's evolving design centered around twin A/B equipped J85 propulsion. While early designs concentrated on a day fighter, either carrier or land-based, by late 1955 efforts shifted to two versions of a land-based design — a fighter and a trainer. The rapidly growing aerodynamic and structural knowledge gathered from supersonic flight experience and research was utilized and efforts directed to keeping the aircraft small and simple.

Interest in the two-place trainer grew in the Air Force. The single-seat fighter gave promise of replacing the many subsonic and transonic fighters used by foreign air forces, which would find it difficult to effectively operate the complex supersonic types that met U.S. needs.

In 1956, the Air Force selected the N156T trainer design for its first supersonic advanced trainer, and YT-38 prototypes were ordered. Initial flight of the first YT-38 was in April 1959, using non-afterburner J85 engines. The basic lines of the T-38/F-5 family have changed little since that first flight. The major changes in the production T-38As were those associated with the afterburner engines. Without armament, the low-wing trainer displayed extremely clean lines and, with afterburners, reached 1.3 Mach number (MN) at altitude. Production of the T-38A reached 1,189 when completed in January 1972. The aircraft continues to serve as the Air Force's advanced trainer.

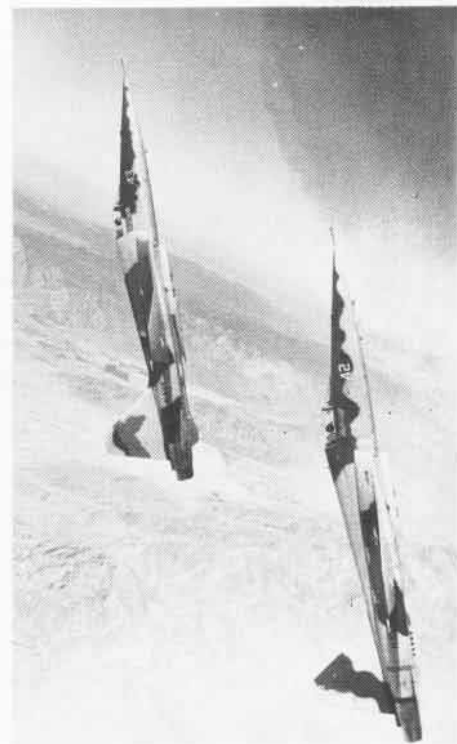
While T-38 development was underway, Northrop continued to work on the N156F single-place fighter as a company project. A Department of Defense decision followed to order three prototypes for possible Military Assistance Program (MAP) fighters.



F-5F

The first flew less than four months after the initial YT-38 flight. After flight tests and evaluation using the first and second prototypes, the third was shelved when interest for MAP waned. However, in 1962, an improved fighter was selected for MAP procurement in F-5A single-place fighter and F-5B two-place fighter/trainer versions. The third N156F became the first YF-5A and the F-5 *Freedom Fighter* went on to even greater success than the T-38, equipping many of the world's air forces — either under MAP, by direct purchase or through licensed coproduction.

Improvements in the initial F-5s included uprated engines, wing leading edge fillets and flaps and increased store stations. Subsequent improvements included a maneuvering flap system involving both leading and trailing edge flaps. Maximum speed of the



F-5E

Robert Lawson



T-38A

T-38/F-5

single-place fighter increased to 1.4 MN at altitude. The two-place version had the external store stations of the single seater, but the nose guns were eliminated in the two-place nose section.

While initial F-5 production was underway, GE came out with the considerably improved J85-21 engine, delivering 5,000 pounds thrust with afterburner. The first flight of a test installation was in March 1969 with larger inlets and fuselage modifications to accommodate the higher-powered engines. Planning proceeded for incorporation in F-5 production, along with some changes to take advantage of the increased power.

In 1970, when the Air Force undertook an international fighter competition to select the next MAP fighter, the updated F-5 with 5,000-pound thrust J85s formed the basis for Northrop's winning proposal. F-5Es, and companion two-place F-5Fs, were then ordered to replace the earlier F-5s on Northrop's production lines as the *Tiger II*. (Grumman's F11F/F-11A had been the official *Tiger*, while a squadron of Air Force F-5As deployed to Vietnam had used the unofficial *Skoshi Tiger* appellation.) Increased internal fuel and continued wing aerodynamic development resulted in further performance improvements and the F-5E and F followed the success of their predecessors. The single-seat F-5E achieves 1.6 MN in its clean fighter configuration, and the *Tiger IIs* remain major components of current worldwide air forces.

In 1968, when the various early afterburner-equipped jets were out of the Navy inventory, and no longer supportable at NATC, the Test Pilot School turned to the T-38A for a replacement in its syllabus. Five were acquired from T-38A production and the aircraft continue their service there.

Subsequently, the introduction of air combat maneuvering training and the establishment of the Navy Fighter Weapons School at NAS Miramar, Calif., highlighted the need for "aggressor" aircraft which were capable of simulating the characteristics of current threat aircraft in fighter combat. "Top Gun," as the school quickly became known, met this need with borrowed T-38As, followed by Navy acquisition of F-5Es and then Fs. VF-43 acquired similar aircraft for East Coast training and these aircraft, while not using any fighter weapons, continue to play a major role in maintaining the effectiveness of our carrier fighter squadrons — even if not in the manner that Northrop originally envisioned. ■



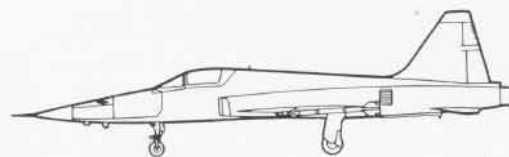
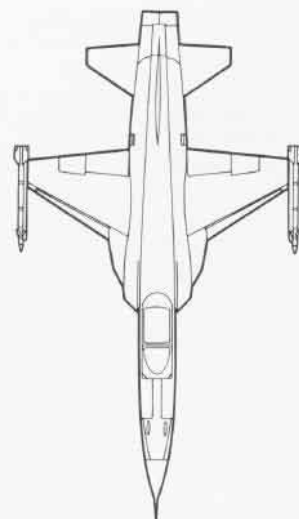
	T-38A	F-5E
Span	25'4"	26'8"
Length	46'4"	48'2"
Height	12'10"	13'4"
Engines (2)	GE J85-5	GE J85-21
Thrust (A/B)	3,850 lbs.	5,000 lbs.
Maximum speed	1.3 MN	1.6 MN
Service ceiling	55,000'	53,800'
Range	1,000 mi.	1,350 mi.
Crew	2	1

Robert Lawson



T-38A

YT-38



The Last Launch

VFP-206 and the F-8 Crusader Retire

By Commander Peter Mersky, USNR-R



Shortly after 9:30 a.m. on March 30, Commander Dave Strong walked around his RF-8G *Crusader*, AF 701, BuNo 146860, making a preflight inspection just as he had done many times. But this walk-around was different. It was the last time that he, or anyone, would prepare to fly a U.S. Navy *Crusader*. With the other squadron members of Light Photographic Squadron, Reserve (VFP) 206 looking on, the last commanding officer of the Navy's last F-8 squadron shook hands with the plane captain and line crew and climbed into the cockpit. Some spectators fingered camera shutter buttons in anticipation.

Cdr. Strong went through the pre-start procedures. Then a puff of smoke came from the *Crusader's* turbine engine as it made its characteristic spool-up. Soon the steady whine of the RF-8's J57 engine was heard over the empty ramp. The plane captain went through a series of control checks with the pilot, then he beckoned the aircraft out of her position. With his fellow plane captains and the line chief, he saluted Cdr. Strong and his aircraft. The F-8 pilot taxied the plane past the assembled crew and headed for the runway, aboard Andrews AFB, Md.

Like the *Crusader*, the sky was gray. Indeed, the colors of the day and the departing aircraft blended together. One had to listen for the roar of her engine to find the RF-8 in the low clouds. It was not like the previous day.

"God must like F-8s," exclaimed Lieutenant Commander Barry Gabler as

he entered the VFP-206 office on the morning of Sunday, March 29. The threat of rain earlier in the week had passed and the sun shone bright and strong. That afternoon, a ceremony marked the squadron's disestablishment and the retirement of the venerable *Crusader* from U.S. Navy service. France and the Philippines continue to fly dwindling numbers of F-8Es and F-8Hs, respectively.

The ceremony was impressive. An XF8U-1 *Crusader* prototype — restored to her original silver brilliance by members of VFP-206 — faced off, nose to nose, with the squadron's last RF-8G.

Over 700 people came to pay homage to the F-8 and the last squadron to fly her. People from all walks of life and levels of Navy society. Captains and admirals who cut their ensign pilot's teeth on the airplane affectionately called "Gator." People who retired and came back for a last look at an old friend. People who had only heard of the great aircraft and wanted to see her before she left the scene. And those who fought in the F-8 in Vietnam and who came to love the fast-moving fighter.

Captain Bud Flagg, a reserve rear admiral selectee, stood with his son Marc, who sported a single stripe on his blue sleeve and a brand-new set of gold wings on his chest, awarded only three weeks before. The two generations of Naval Aviators stood beside the XF8U-1, polished and gleaming in the sunlight. Marc was on his way to NAS Miramar, Calif., to fly F-14s with VF-124, the same squadron in which his father learned to fly the *Crusader*



Peter B. Mersky

Top, Cdr. Dave Strong flies a VFP-206 RF-8G over USS Eisenhower in 1985. Above, these three Naval Aviators have each logged over 3,000 hours in the F-8, left to right: RAdm(S). Jerry L. Unruh, RAdm. D. R. Morris and RAdm(S). W. F. Flagg, who is the high-time *Crusader* pilot with 3,272 hours.

25 years ago.

John Konrad, the first man to fly the F-8 in 1955, shook hands with Cdr. Strong, who in less than 18 hours would become the last man to fly the *Crusader* in Navy colors. They stood together, generations apart, yet linked by their association with the aircraft.

After the many dignitaries had related their experiences and feelings about the *Crusader*, it was zero hour. As executive officer Commander John Peck and operations officer Lieutenant Commander John Cotton moved toward the podium, Cdr. Strong started to say, "Strike the colors." He never

Below, Cdr. Dave Strong, C.O. of VFP-206, runs through his pre-start checks before the last flight of a U.S. Navy Crusader on March 30, 1987.



Peter B. Mersky

finished the phrase. His voice caught as the emotion of the moment welled up. But his squadron mates understood and they gently sheathed the squadron flag in its cover. The skipper was not alone. Many people dabbed at their eyes or swallowed hard.

Finally, it was done. After retiring the national colors, the guests were invited to a reception hosted by LTV Corporation, builder of the F-8. Cdr. Strong was surrounded by friends and admirers, who guided him toward the two aircraft standing in front of the hangar for a final picture.

Old squadron mates found their comrades of 20 years before and assembled for a last time beside the *Crusader's* gaping intake, or perhaps to run their hands along her side once more. It was a happy and sad time. The thrill of seeing old friends transcended the emotional moment of saying farewell to another.

Frank B. Mormillo



Above, two Crusaders of VFP-206. Below, the last RF-8G (left) stands nose to nose with the first XF8U-1 prototype during retirement ceremonies at NAF Washington, D.C. Right, the last Crusader catapult launch took place aboard USS America in October 1986.

Peter B. Mersky



Perhaps Cdr. Strong thought about all this on Monday as he tucked up his RF-8's landing gear for the last time. He circled the field and lined up on the hangars of the naval air facility, home of the Washington, D.C., *Crusader* since 1966. Bringing the gray aircraft down to 75 feet, he rocketed over the now-vacant VFP-206 ramp, and over the upturned faces of his squadron, as they watched him fly their plane for the last time. Around once more for a final look at the *Crusader* in its element, and then a wonderful gut-wrenching climb toward the sky, standing the gal on her tail once again, thrusting her toward the sun, hidden in the clouds.

The F-8 played hide-and-seek in and out of the shifting clouds until she was finally gone from view, the sound of her engine slowly fading as the pilot turned the aircraft westward toward Dulles Airport, a 20-minute flight. There, the last Navy *Crusader* would wait to be displayed in the National Air and Space Museum — a fitting resting place for one of the Navy's most successful jet fighters, and a fitting tribute to the people and squadrons who flew and maintained her. ■

PH3 David Casper



The Mission Continues

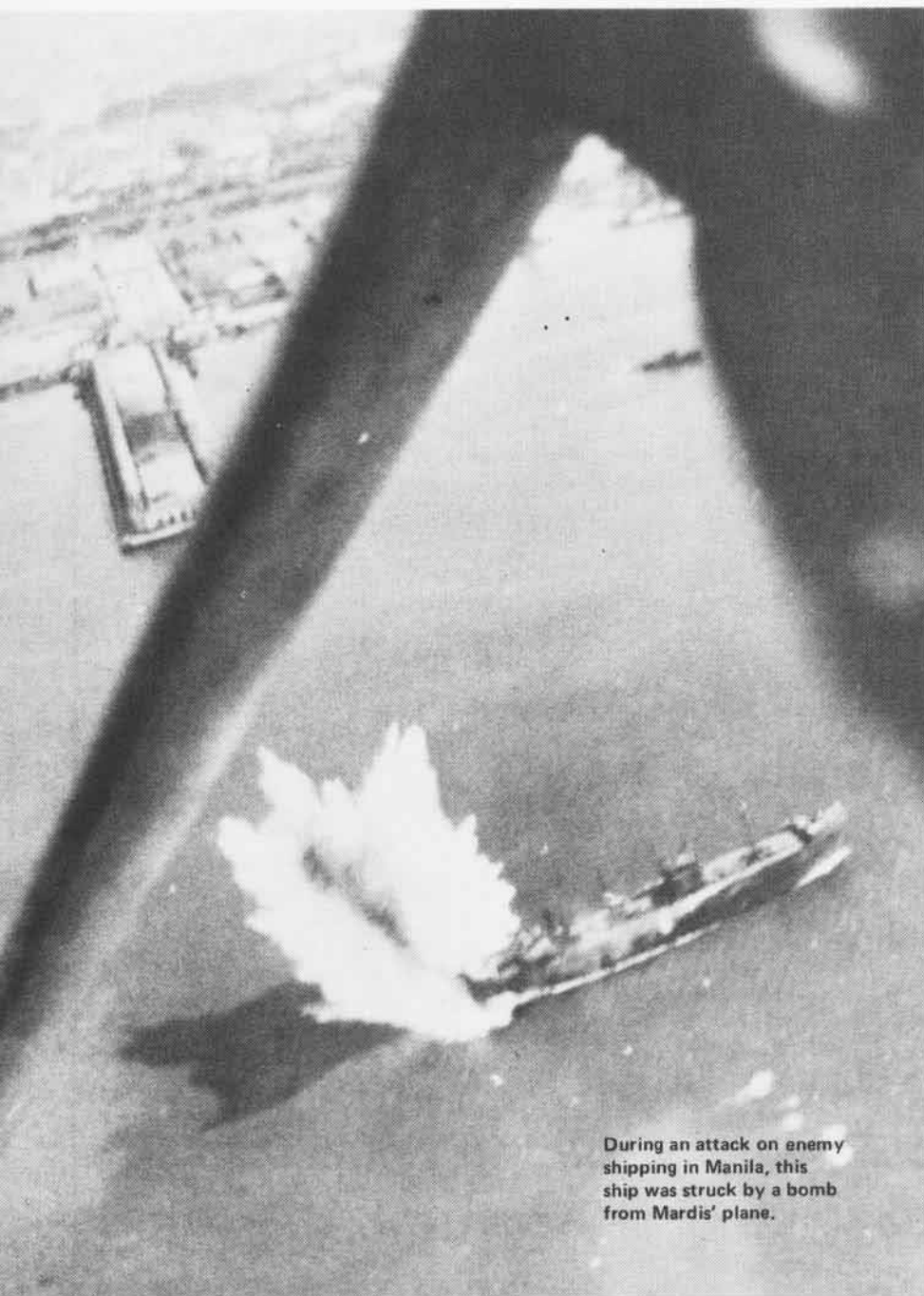
With the retirement of the RF-8 from Navy service and the disestablishment of VFP-206, the photoreconnaissance mission continues in another exceptional fighter. Assuming the role is the F-14 *Tomcat* — equipped with tactical air reconnaissance pods (TARPS) — flown by Reserve Fighter Squadrons 202, at NAS Dallas, Texas, and 302, aboard NAS Miramar, Calif. VF-302 has flown the photoreconnaissance mission since May 1986 and VF-202 is in transition training for the F-14.

A WW II Diary

Bud Mardis, Combat Photographer

He stands in the unbroken line of patriots who have dared to die that freedom might live, and grow, and increase its blessings. Freedom lives and through it he lives — in a way that humbles the undertakings of most men.

President Franklin D. Roosevelt



During an attack on enemy shipping in Manila, this ship was struck by a bomb from Mardis' plane.

In the fall of 1986, over 600 WW II combat photographs and personal effects owned by PH1 Lawrence H.

"Bud" Mardis were donated to the Naval Reserve in Springfield, Mo., by his widow, Eulelia, of Carl Junction, Mo. Included was a wartime diary that Mardis kept during his first tour aboard the aircraft carrier *USS Franklin* (CV-13) in the Pacific theater. Between June and November 1944, the Los Angeles native's task was photoreconnaissance (and often gunner) in the rear seat of TBF *Avenger* and SB2C *Helldiver* torpedo-bomber planes.

In his diary, PH1 Mardis described, in his down-to-earth words, the tedium and terror, humor and horror of life aboard "Big Ben." This is his story.

Early Summer 1944

I am starting this writing after being in the Navy almost two years. I joined in July 1942 but was not sworn in until September 12. Then I had a wait before entering boot camp. I enjoyed it in boot and, when my father, mother and wife would visit me, I was as proud as a kid with a new toy.

I left Washington, D.C., on December 7, 1943, and went to Photographic Squadron Two at NAS Norfolk, Va. I stayed around there for a week and was assigned to *USS Franklin* (CV-13), a large carrier which was then being built at Newport News, Va. Upon my transfer, I got 16 days' delayed orders, so was I ever happy. That meant being home for Christmas. The wife and I had plenty of fun in that leave. It was much harder to say goodbye that time, because we all knew that I was shipping out and the leaves would be few and far between.

As I am writing this, I am in the far western Pacific, just 500 miles from Japan, and I know now how good the duty was. But being there, you couldn't know how lucky you were by not being out here.



Left, PH1 Lawrence Hugh Mardis (1917-1945). Below, a U.S. attack sank this Japanese carrier on October 25, 1944.

First Combat Mission

July 16, 1944. A day never to be forgotten. I took off at 1430 with Ensign Clive as the pilot. We were in a torpedo-bomber and it was my first air

combat mission. We were to fly six strip maps of Guam at 15,000 feet. We went to 15,600 and were using oxygen. My microphone in my mask wouldn't work, so I had to use my other one and go without oxygen. It was cloudy as hell, but luck was with us. It gradually cleared and I was the first one from our ship to get the mapping pictures. We were supposed to have fighter protection, but they had engine trouble so we were all alone. After our other planes had made their attack and left, we went down to 5,000 feet and I took some pictures of the target area. We couldn't stay long as it was a little hot. Ens. Clive said, "Let's get the hell out of here. This is dangerous!"

Attack on Palau

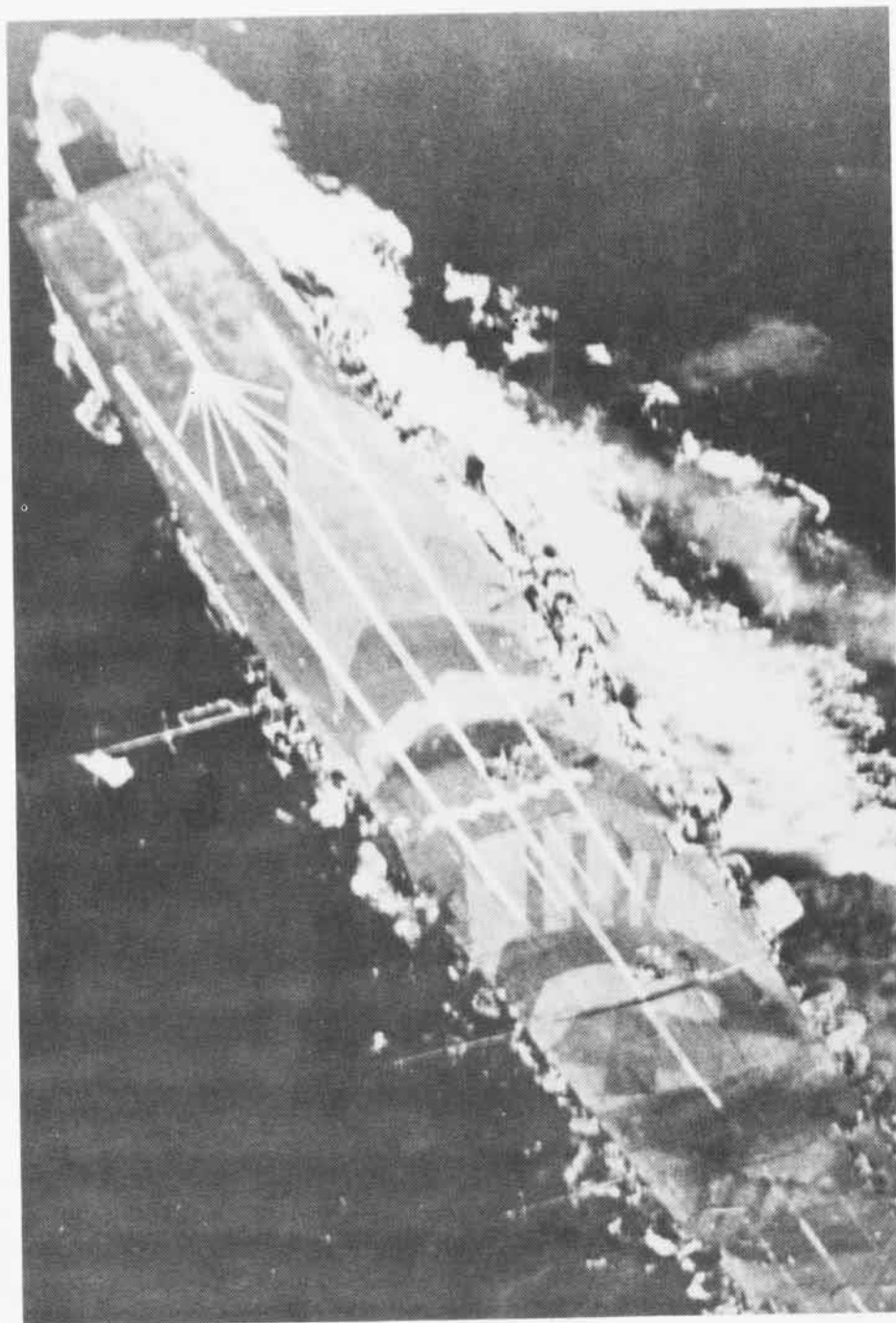
We started our attack about July 23 and were blasting hell out of them. There was a lot of opposition there and we had a few planes shot up. The sole mission was for photographic purposes. We have sure been working day and night for a week now. I went up Wednesday, July 28, and was up almost four hours over the islands. I took three rolls of K18 and ran three strip maps. We took off at 1330, and one TBF and an SB2C on the hop just before mine were both shot up plenty. We got back okay but there was a lot of fireworks over the island. Several of the other boys went up and some photo fighters. We have been going steady ever since. God, I would love to have six good hours of sleep. Just six.

Second Combat Flight

After flying my second air combat mission, I still don't like flying as well as I did in the States. On this photographic mission, we took 2,687 pictures and made five prints each, which makes 13,435 prints. It has been 45 days since I've stood on solid ground and it's been 32 days since I've had a letter. We are now working on a copy job and it will probably be 3 o'clock or later before we get in the sack. My last flight was in TBF No. 10 with Ens. Clive. I tell him every trip I sure wish we were mapping L.A. instead of enemy-held territory.

A Great Day for Franklin

Saturday, August 5, and a great day for the Navy and USS *Franklin*. It's our second day of attacking the convoy and the islands. The *Franklin* alone ran



up this score. Our planes flew 185 sorties and dropped 46 tons of bombs and 21 torpedoes. They sank 16 vessels, including both large and small freighters, destroyers and several large fishing boats. They also shot up and set fire to a large seaplane, radio and radar base on the islands. One scouting plane of ours was 240 miles from Tokyo and ran into a *Betty* and shot it down. Our only losses were four planes, three pilots and one air-crewman.

Loading Supplies

Wednesday, August 9. There is plenty of supplies of all kinds coming aboard. The officers get good stuff like cheese, canned meats, peaches and tomato juice, but the enlisted men never see that stuff. Our food gets plenty meager when we are out for awhile, and the officers continue to get fat on good food that half of them never even got when they were civilians.

Palau Pre-invasion

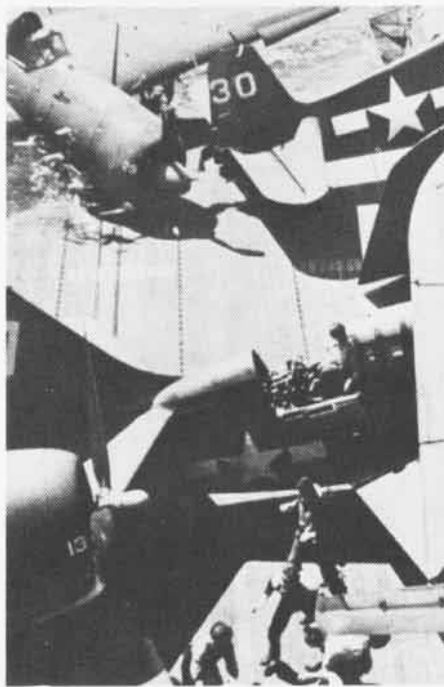
Monday, September 11. Yesterday we started to strike against Palau and we will hit it every day until the invasion, which is supposed to be the 15th. I flew an air combat mission yesterday and was up about three hours in TBF No. 4. We were over Angaur and Peleliu. I took two magazines of K18 of both airfields. The pictures turned out good. We didn't find but one Japanese plane, which was shot down, of course, but there was plenty of ack-ack. I was busy because the camera didn't work and I had to operate it by hand.

Crossing the Equator

Wednesday, September 20. We crossed the equator today and what a time we had. I am now a trusty shell-back in the Royal Order of King Neptune Rex. There was plenty of activity on board. I got spanked, paint on my face, had to wear my clothes backwards, had the saltwater hose turned on me, soap rubbed in my mouth and my hair cut off. All in all, everybody had a lot of fun for a change.

Attack on Okinawa

Tuesday, October 10. Today we hit Okinawa. There were a lot of Japanese. Our planes sank two cruisers, one heavy and one light, plus a large amount of AKs and small shipping. They shot down four Japanese planes that were foolish enough to come up.



Impact! The SB2C Helldiver at upper left crashed on the flight deck and sent crewmen running for safety.

We didn't lose any planes but I think some of the other carriers did.

"We Splashed a Jill"

Thursday, October 12. We are hitting the Japanese where it hurts the worst. We are in their own waters, working as bait trying to draw out the fleet, and we are hitting Formosa. This is the hottest place we have been yet and we are sure sticking our necks out. We splashed a *Jill* before breakfast, then our bombers and fighters went over to attack the island. The Japanese are known to have over 700 planes on the island. They had quite a few in the air when our boys got over, but none of them were anxious to fight. They just flew around and watched our boys blast their cities and airfields.

It is our first real hot taste of night action. I guess I am a real sailor now, as I wasn't the least bit scared and was hardly excited. Being here like this makes one think longingly of home, and I have been doing my share to-night. One gets to wondering if people and loved ones at home even think or care about him when he's out here. You know different and try and tell yourself so, but that nasty little thought keeps coming up.

October 30, 1944: "We had large fires...on all decks...airplanes were burning and 50 calibers were going off everywhere."

"Here They Come"

Friday, October 13. The Japanese didn't come over in the morn and everything was peaceful. About 5 o'clock in the evening, our planes were landing, and it was just getting dusk, when all of a sudden, "Here they come." Your blood freezes and you stop thinking for a second, then you've got control again and you act as natural as you can. As I think back, I don't know whether I was scared or not. I don't think I was. You just go ahead and do your job.

There were eight two-motor Japanese bombers coming at us. That's the fun of being a carrier. You are the main attraction and they don't worry about the other ships. Two of them launched their torpedoes at us and we were lucky. The ship dodged both. One missed the stern and one barely missed the bow. Our gunners were on the ball and shot down three of them but not before they strafed all our decks.

"All I Can See Is Fire"

Sunday, October 15. My battle station is topside, just above the flight deck, on the catwalk leading aft to secondary control. I am on a Mitchell motion picture camera, getting stuff for people back home to see in newsreels. I start shooting, not knowing a dive-bomber is coming down directly overhead. He releases his two bombs and one hits next to our deck edge elevator, directly across from me. All of a sudden, this bomb goes off and almost blinds me. All I can see is fire and the shrapnel is as thick as flies. Our ship isn't damaged much and we are going to refuel tomorrow and hit them again the next day.



Splitting the Philippines

Friday, October 20. Invasion of the Philippines. It undoubtedly is a great day for us out here, and bigger because we are in it. We fooled the Japanese plenty. We had been hitting in Formosa and Luzon and I think they expected an attack up there. They moved a lot of their forces, then overnight we went south and, at 1000 this morning, we will run in the invasion. The island of Leyte is where they hit, and it will cut the Philippines in two, cutting all the Japanese to the south off from any supplies and help. Tokyo Rose says the invasion was a small try by the Americans and they have the situation well in hand. Ha, ha.

"Our Bombs Hit Her Square"

Wednesday, October 25. I was told I would go on "B" strike in a dive-bomber. We took off at about 0700 and I took an F56 20-inch to shoot pictures of the Japanese fleet and also to dive bomb. They don't know it's an impossible thing to shoot pictures while in a dive and coming out of it, but I was going to try. I was in SB2C No. 6. We had two 500-pound armor-piercing bombs. After we were up, we found out we didn't have any fighter protection and there was reported heavy enemy air opposition over the target.

Turned out we did have fighters, so I had to stow my camera and get my guns ready. We went up to 14,000 feet and the Japanese battlewagons opened up on us with 14-inch guns. The flak was bursting all around us, and don't think I wasn't scared. We went past them, picked out a nice aircraft carrier and started our screaming



Note the hole in the wing of this TBF Avenger that ditched near USS Franklin.

dive to earth. It takes about 15 seconds to get down from 14,000 feet. The carriers and other ships were throwing everything they had at us, and I always wonder how they missed. The air was so full, that's all you could see. They came so close that one could almost feel the heat from the burst.

We went right through puffs of ack-ack, came through a cloud, and were right on the carrier. Lieutenant Cole released his bombs and told me later that he then shut his eyes and pulled back on the stick, as he didn't know we were as low as we were. We flashed right over the carrier's deck, and I could see Japanese running and two big flashes where our two bombs hit her square. We flattened out just above the water. A Japanese *Zeke* came in on my port side and started around my tail so I couldn't shoot, even though I was all set for him. When he came around to my starboard side, I was just ready to open up when he turned yellow and banked the other way and went back. We came back and the Big Ben never looked better.

"We Burned for over Two Hours"

Monday, October 30. We have been cruising around Leyte and Samar hunting trouble, and today we found plenty of it. There were four enemy planes coming in that got through our fighters. We shot two down but one came in and splashed on our starboard quarter, throwing LaForest and myself. The last one dove into our deck, just about 35 feet aft of me. All I saw was fire and felt the terrific heat. His bomb went through our flight deck to the third deck and exploded. The blast was terrible, and then gas fumes exploded. We had large fires on the flight deck, hangar deck and clear down to the fourth deck. The airplanes were all burning and 50 calibers were going off like popcorn, only much more grie-

some. We were fighting fires and pushing burning planes over the side as fast as we could. We had a 40-foot hole in our flight deck and were taking water on from a hole in the side caused by the blast.

Dead sailors were lying all over the place. Men screaming from being burned; a lot of them were trapped and couldn't get out, and the concussion killed a lot. We burned for over two hours but finally got everything under control. We tried to save as many as we could, and then began to remove some of the dead. The 40mm ammo beside me almost blew up. When we finally got water on it, it steamed and we all thought for sure it was going up. There were over 60 killed outright, sick bay is full of wounded men, and they had to take over other places to put them all.

Return to Pearl Harbor

Friday, November 10. Admiral Halsey, the big boy from out this way, came aboard this morning and gave all hands a "well done" for saving the ship. From all reports, the captain was sure thankful, because that would have been a very long swim.

PH1 Mardis and the *Franklin* survivors returned to the West Coast in time for Christmas leave. Early in 1945, with "Big Ben" repaired, Mardis sailed with her for the invasion of Iwo Jima and reconnaissance over Okinawa.

On March 19, 1945, a surprise kamikazi attack on *Franklin* inflicted fires, explosions and grave damage to the carrier. Again, "Big Ben" fought back and survived. Of its 3,200-man crew, 724 lost their lives — among them, Bud Mardis. ■



JO2 J. M. Jones, Public Affairs Office, Naval Reserve Readiness Command Region 18, Olathe, Kans., contributed to this article.

GUNNER

One of a Few Good Men

By J02 Julius L. Evans



AH-1J



As proof of his "two lives" in the Marine Corps, CWO Doner wore the wings of a Parachutist and a Naval Aviation Observer.

The AH-1J *Sea Cobra* was dueling with a .50-caliber machine gun positioned on the North Vietnam coastline.

"We've been hit, we've been hit," the aerial observer yelled. He braced himself for impact with the water, but there was no explosion, no flames, no impact.

"The first time I experienced the launching of a 5-inch *Zuni* rocket, the pilot didn't tell me he was about to fire it," said Chief Warrant Officer James F. Doner, USMC(Ret). "When you launch a *Zuni* from a small, very light helicopter [such as the AH-1J], it really rattles the machine."

The days of flying the *Sea Cobra* are over for Doner. After 10 years as a ground-pounding enlisted Marine, and 18 years as a flying warrant officer, Doner hung up his flight suit and joined the ranks of retired Marines.

Doner was one of the last Marine gunners who wore the bursting bomb insignia. Established in 1916, the insignia was worn by select Marines who could take charge of a unit while in the field. Over the years, it became the mark of a chosen few warrant officers rigidly screened for the distinction.

"The difference between myself and other warrant officers was that I could command a unit, sign a unit diary or convene a court martial," Doner said. It wasn't easy becoming a gunner. "In my warrant officer screening class, maybe nine gunners were designated out of 150," Doner explained.

The mark of the true gunner - the bursting bomb insignia - may be one of the most misunderstood insignias associated with the Corps. "I don't think it's ever really been understood," Doner said. "There are so few true gunners left in the Corps that it has become common to call any warrant officer *gunner*."

Of the 150 students in Doner's class, three were designated aerial observers. "The reason I was chosen, I was told, was that I had been in a 'soup sandwich' many times, and HQMC wanted someone to assist a ground unit who would have some empathy for the troops when taking care of them from the air."

After his selection in November 1969, Doner went to Aerial Observer School at MCAS New River, N.C. Graduation from the 11-week course, qualifies Marine ground officers to wear Naval Aviation Observer (NAO) wings. These tactical observers act as a link between an aircraft mission's air and ground elements. NAOs fill flying billets primarily in the OV-10 *Bronco*, but are also qualified for the UH-1, AH-1 and OA-4. After graduation, Doner was assigned to the 5th Marine Division Aerial Observer Section at Camp Pendleton, Calif. He then began what he refers to as his second life.

"I lead a very exciting, adventurous first life as an enlisted man and force recon member, jumping out of helicopters at night, free falling from jets during the day and swimming out of submarines the next day. They were all super exciting, adrenalin-pumping situations," Doner exclaimed.

"My second life was also exciting because I was allowed to remain a warrior [fighting Marine] on the aviation side of the house. Flying was less demanding physically. I didn't have to walk anymore," he recalled with a chuckle. "The second half of my career was extremely educational and gratifying."

The most memorable adventures during his military service, Doner said, took place while flying combat missions with Marine Attack Helicopter Squadron 369 as a naval gunfire spotter during Operations *Marine*

Hunter Killer (MARHUK) and *Linebacker III*.

The Vietnam conflict was almost over. American fighter pilots and the U.S. Navy had closed the harbors of Vinh and Haiphong and the North Vietnamese soldiers were desperately in need of supplies. "Chinese merchant ships were secretly moving weapons and munitions in the Gulf of Tonkin to North Vietnamese lighter ships," Doner explained.

U.S. forces unveiled the operation and immediately went into action. AH-1J *Sea Cobras* eclipsed the sunrise with the suddenness of an earthquake, attacked the North Vietnamese and shut them down, as they tried to secure the supplies they so urgently needed.

"That certainly was the most successful of my experiences in Southeast Asia," Doner emphasized.

Comparing times past to now, Doner said the Marines Corps is more technologically advanced today. "I can remember a rifle battalion with only three typewriters, but we managed to get along. It would be easy for some people now to see themselves as employees with jobs instead of as Marines.

"I leave this challenge, as a former Marine, to those who remain: Keep that warrior mentality. We should manage machines and lead people. Be prepared to go anywhere the U.S. requires. Be there first, with the most, and be ready to win!"

Doner, now a consultant with a government contractor who just finished a project with the F/A-18 *Hornet* in Lemoore, Calif., said his position provided an easy transition to civilian life after nearly 28 years of military service. "I've been given a golden parachute, and I don't feel like I'm really out." ■

"Speed, Angels, Tally-ho"



TA-4J

By Lieutenant Junior Grade T. J. Roorda

For a student learning the cryptic language of being a Naval Aviator, the words "Speed, angels, tally-ho" are significant. Aside from their actual meaning (I am at the proper airspeed, the proper altitude, and I have the other plane in sight), they indicate that a student is in the stage of training called air combat maneuvering or ACM. It is one of the most intense stages. It is fun. It is challenging. It is deadly.

As a student, you realize that the reason you train in ACM is for the ability to destroy an enemy plane in battle. You realize that the TA-4J Skyhawk was built to be maneuverable, and you understand why this plane is the advanced jet trainer. This plane was designed to be used as a weapons platform: to kill or be killed. That is the bottom line in ACM.

But for today, as a student, the only real fight is for above-average grades. Imagine yourself as a student training to dogfight in air combat maneuvering flight #9:

On this flight, it is you against an instructor. You alone in your jet versus him alone in his. Your ability to take this jet to maximum performance against his ability. Your execution of your knowledge in contrast to his. The opportunity to demonstrate what you have learned is exhilarating. It is your chance to show this guy that the only difference between you and him is that he wears gold embossed wings on his flight suit. You want him to know that you can meet him in the sky any day.

You have briefed the flight thoroughly with the instructor you will be fighting. Sure, he is a good guy, but on your walk to the jet your mind develops a strategy to whip his behind. You have talked to other students who have fought him, trying to find out his peculiarities, his strengths and his vulnerabilities.

When you arrive in the operating airspace, you set up the first fight. The instructor and you will start from the

same altitude and airspeed and about a mile and a half abeam of each other. When you are ready, you say over the radio those all important words, "Speed, angels, tally-ho."

The instructor responds, "Speed, angels, tally-ho; cleared in ACM."

You say, "Roger, fight's on," as you roll and pull the nose of your plane towards him in an engaging turn. He does the same towards you. It will be a head-to-head pass, his left shoulder passing only 500 feet from your left shoulder. In a flash, he passes by at 690 mph relative to you.

Again, you roll towards him, keeping your nose low, and pull the jet around, watching his every move. It is now your job to get behind him. As you pull around, he goes nose high towards the sun. You have no choice but to follow. You pull the plane up towards that bright sun and lose sight of the instructor's plane as the radiance sandpapers your retina. You know he will reappear, because you know that what goes up, must come down.

Eyes squinting, you scan and find him, nose headed earthward, turning to the right. "Patience," you tell yourself, "patience, you can't turn yet." Now! You roll the jet towards him and pull the nose as he screams down away from you. If you pull too hard, the plane will stall. If you pull too gently, you won't get your nose around to fire your shot. The instructor hesitates a second too long. Your nose comes to bear on him and he is within missile parameters. "Fox two," you announce over the radio, meaning: "I've shot my missile, and if it were real, you would be an orange flame ball, sir."

"Knock it off," he says, which means, "Okay, let's terminate this fight and set up another one."

"Roger, knock it off," you respond, which lets him know that you agree.

Again, you set up the two planes at the same altitude, airspeed and abeam of each other. The dialogue is the

same as before.

Whack! You snap your plane on its side and go after him. The first taste of blood made your fangs come out. You want more. You go after him, hell bent to get behind him for another "Fox two."

The initial pass is again left to left and you're looking real good, getting in behind him. Just as you are saying to yourself, "Hey, this guy's easy prey," the picture suddenly changes. The instructor has pulled into you and caused an overshooting situation. It's too late. You were too aggressive and now you are shooting out in front of him, putting yourself in front of his imaginary missiles. Quickly, you pull back and up, trying to keep the instructor from getting into shot parameters. Now you know that it is not fun to be on the defensive, to have an enemy plane behind you.

"Don't give up, don't give up," you tell yourself. But the instructor has maneuvered his plane too well. You hear his voice echo between the speakers in your helmet, "Fox two." Thank God they are only words and that this is the training command.

A lesson has been learned. ACM requires balance. If you are too aggressive, you will lose. If you are not aggressive enough, you will not perform your mission. You realize that to be a good fighter pilot, you must always be aware of this balance.

Commander Lenny M. Shores, commanding officer of VT-7, NAS Meridian, Miss., has equated ACM with ballet. It is a balance of self-control exercised in three-dimensional space. It is precision movements performed at exact moments with exact execution. Truly, it is very similar to ballet. However, the reality is that — as fun and challenging as ACM is — in the real world, either you or the other guy must die. At VT-7, the objective is to make sure it's the other guy. ■

Going My Way?

I ran from NAF Washington, D.C., operations, down the side steps and south along the ramp, looking for VR-48. As the ramp watch pulled up, offering a lift, I realized that Jim Nobles, the night check duty officer, had said this outfit had a C-131 going my way. The dread of a long night set in as I recalled the itinerary: Philly International, NAS Norfolk, Rochester, NAS Brunswick. A good day's work for a C-9. I must be crazy...but I decided to press on.

As we approached the Convair-built aircraft, I said to myself, "I thought these were all gone" — replaced by the ubiquitous C-12 and the C-9. As I climbed the ladder of the gleaming, well-preserved cargo plane, I noticed the unusual paint scheme which enhanced the beauty of the classic airframe. A rich gold stripe over blue separated the brilliant white solar cap from the standard Navy gray beneath. Emblazoned in the blue and gold was her name and home port, "The City of Washington, D.C."

In the twilight and my haste to board, I sensed this C-131 was different from the old station birds that I knew at Bermuda and Gitmo. This one was not like those that supported the fleet with 44 seats and twin 2,500-hp Pratt and

Whitney R-2800 recipis. Once aboard, I knew there was something strange. The oversized seats were inviting, spacious and too comfortable-looking to be on a Navy aircraft. I selected the most inviting one and settled in for a long night.

"You're sitting in Lady Bird's seat," I heard. Surprised, I looked up and met the friendly face of AE2 Lloyd Busching. My look communicated interest and Busching continued his litany with obvious pride in his squadron and unique aircraft. "LBJ used this one," he said, pointing to a seat which was a duplicate of mine, on the port side and a little bit aft. "LBJ used these 131s for going to his ranch....They were just the right size for getting in and out."

Closing my eyes, I could almost hear the Texan drawls, see LBJ huddled, relaxed and joking with the famous and infamous of his administration. With no disrespect, I heard a presidential snore as the turbines began to wind up. Turbines! That's what was different. A turboprop does not have the avgas smell and distinctive puddle of oil that distinguishes many cousins of this aircraft.

"There are only two C-131s left in the Department of the Navy," informed

my instructor. "This one, BuNo 550299 — and 542815." Efficiently dispatching his flight attendant duties, he informed me that a more thorough tour would be available once we were airborne. "We received the aircraft from the Air National Guard in 1978," Busching explained as we lifted off. "Of course, then, they were painted differently, more like the Air Force planes across the ramp. Remind me to show you where LBJ's initials are carved in the galley," he continued.

Our conversation turned from history to tonight's operation as I realized the flight was going to be much more enjoyable than I first anticipated. "We normally do a lot of VIP transport, naval air shuttle service and weekend support of Naval Reserve mobilization training," he explained. "I've been doing this type of work right here in Washington for nearly 30 years. Of course, the squadron numbers have changed as things were reorganized, but I'm doing pretty much the same thing as when we were flying C-54s out of NAS Anacostia. My favorite was the C-118. We could go more places then."

"What's tonight's mission?" I asked.

"Picking up fleet sailors in Philadelphia and taking them to

USS Guam Solid Shield 87

By JO1 Lee Bosco

Solid Shield 87, a joint, combined services exercise, concluded in May off the North Carolina coast. The large-scale amphibious assault operation comprised 43,000 participants.

USS *Guam* (LPH-6) delivered her contingent of 250 Marines and their equipment to the assault site after a week of shipboard drills to prepare for the mock D-day. Prior to launch, a heavy pre-dawn fog surrounded *Guam*.

In ready room two, pilots from Marine Medium Helicopter Squadron 365 were



An assault vehicle readies for action during Solid Shield 87.

JO1 Lee Bosco



Norfolk," he answered. "They ask for us a lot. Their ship is going through overhaul up there and they go to Norfolk for training. That is one of the great things about flying with VR-48. You never know who you might see or meet. We had Vice President Bush once and Secretary Lehman, but I think one of the most interesting trips was transporting a group of foreign naval officers to various Navy installations while they were visiting the United States."

Interrupting, plane commander Lieutenant Steve Webb informed us

that we would be going back to Andrews AFB to check out an "unsafe up" nosewheel indication. "Don't worry, commander. We'll get you to Brunswick tonight. Our maintenance department is top-notch," I was informed by the confident aircrewman, who had handled much tougher emergencies and more important people than myself in his career. We had an uneventful landing, but this C-131H, complete with its T56 turboprops, needed a dropcheck and the only other C-131 in the Navy was already on the jacks. Even if VR-48's

entire complement of 140 men and 29 officers were working, I knew this flight crew and maintenance team were in for a long Friday night — one I did not need to share.

Before I departed the hangar, I wanted to discover more about this unique squadron with its fascinating aircraft but, more importantly, about a dedicated flight attendant that would serve 30 years as a petty officer second class. I had never known a second class petty officer who had earned seven good conduct hash marks.

"I'm not ready, but I have to retire in December," said the Selected Air Reservist, who works as a pressman for the Treasury Department in his nonflying hours. "I have requested a waiver, but I understand that the Navy has to make room for the younger men coming along. I'll really miss the flying. I make as many extra drills as permitted."

I realized that I had found a rare individual who, despite not being advanced, never stopped having fun and finding enjoyment in Naval Aviation. Like the airplanes he flies, AE2 Busching — aircrewman, NATOPS evaluator, qualified loadmaster, citizen-sailor, patriot — will be replaced but never forgotten. ■

H-46 Sea Knights aboard USS Guam wait to deliver assault troops ashore.

briefed by the aerographer's mate. The fog delayed the exercise for two hours. Platoons of Marines grew restless in the hangar bay.

Finally, word was passed that the launch would go. Marines piled into six H-46 *Sea Knights* and headed toward the beach. Beneath them, waves of amphibious assault craft were en route. Simultaneously, both forces hit the beach, then drove inland to secure a primary landing zone.

Following quickly on the heels of the assault, tons of heavy support equipment left *Guam* to reinforce the beachhead and the drive inland against the "aggressors." The success of *Solid Shield 87* demonstrated the combat effectiveness of the Navy/Marine Corps team. ■



PHAN Henry Cleveland

Heritage

During an interview last spring, retired Admiral Alfred M. Pride reminisced about the pioneering days of Naval Aviation. He should know. He was there. He was a test pilot, an engineer, and a no-nonsense, highly skilled leader. He helped design the early carrier arrestment systems. He flew all kinds of airplanes. He even piloted the autogyro, a fixed-wing aircraft with rotor blades, from the rudimentary deck of USS *Langley*.

"When you landed in that aircraft," said the admiral, who will be 90 in September, "you had to twist the machine to the left immediately, especially if there was a heavy breeze. Otherwise, for some reason, the advancing rotor would rise up and break off."

"On battleship turret launches with early land-based biplanes," continued the admiral, "we traveled 48 feet from dead stop to the end of the track. A 'horse' held the tail up. The tail skid was in a trough. A pelican hook held the airplane back. You got the engine up to full speed, nodded your head, and somebody pulled the pelican hook. Away you went, hoping you would make it!"

One of Pride's associates was the esteemed Ken Whiting, another illustrious pioneer. (One day on the *Langley*, a pilot had trouble coming aboard. Whiting grabbed the white hats off the heads of two sailors, leaped to the deck, and motioned the pilot down with arm movements and the hats, thus becoming the first landing signal officer). Pride remembers an expression of dismay on Whiting's face

one day on the flight line. A new aircraft had been delivered for testing. It was the first to have a completely enclosed cockpit. Heretofore, the pilots rode in the wind of open cockpits, scarfs streaming aft. Eyeing the new machine, Whiting forlornly announced, "They have just taken the romance out of flying."

In WW II in the Pacific, a kamikaze dove toward the carrier that Adm. Pride commanded, USS *Belleau Wood*. The airplane was hit by gunfire but continued, ablaze, toward the flattop. It plunged into the water just beyond the ship. "It passed so close to us on the bridge," recalled the admiral, "that I could feel the heat as it went by."

We could go on and on about Pride and Whiting, and even talk about Naval Aviation's magnificent role in the Battle of Midway, the 45th anniversary of which was commemorated at the Navy Museum in Washington, D.C., in June. A number of veterans were on hand for that affair and told intriguing stories about the historic fight which altered the course of the war in the Pacific. Which brings me to my point — a point that, admittedly, I have proceeded in a roundabout way to reach.

Naval Aviation enjoys a rich and enduring heritage. The fabric of that heritage has been woven by the Prides, the Whitings, the flyers at Midway, and an untold multitude of men and women. It is important that we continue to inculcate in all Naval Aviation personnel the importance of traditions and historical perspectives. By doing this, we promote morale, help retention, and instill a special kind of

pride in our aviation units.

There are various ways to enhance this precious heritage. A historical piece tracing a squadron's history in a change of command booklet is one; creating a suitable decor in the ready room, featuring insignia, photographs and memorabilia is another. An enthusiastic public affairs officer can do wonders for a squadron's image.

We're talking more than image, however. We're talking esprit de corps and that's critical to the readiness and well-being of all our people. We must sustain it at a high level, and one important way to do it is to know your heritage.

Visits by representatives from all commands to the Naval Aviation History Office in Washington, D.C., are encouraged. The small staff cannot do the research for you but it will assist anyone in locating the historical and operational records for your squadron or ship.

I welcome and solicit your ideas on how best to enhance pride and traditions. I don't intend to impose new programs or requirements on anyone. But I am interested in what you have to say.

Please send your "Project Heritage" ideas to me in care of this magazine. ■

The Naval Aviation History Office can be reached at autovon 288-4355, commercial (202) 433-4355, or write to Bldg. 159E, Washington Navy Yard Annex, Washington, D.C. 20374-1595.



The above insignia were recently approved by the Insignia Board.

Awards

ABCM Kenneth E. Veneble, command master chief aboard USS *Coral Sea* (CV-43), was named the Military Volunteer Leader of the Year by the Portsmouth, Va., Armed Forces YMCA. He was honored for his outstanding contributions to the YMCA and the local area, while involved in activities designed to enhance the Navy's image.

The 1986 AVCM Donald M. Neal Aircraft Maintenance Excellence Award was presented to NAS Jacksonville's VP-49 who, during the year, "continually exhibited an aggressive and innovative maintenance program which provided significant improvements in aircraft material condition and readiness." The "Golden Wrench," as the award is informally known, is dedicated to the memory of the late AVCM Neal who formulated the advanced maintainability concepts that were subsequently incorporated into the P-3 *Orion's* avionics systems.

The *Dragonfires* of VS-29, flying the S-3A *Viking*, swept away the competition for Cruise Top Hook honors in CVW-15's 1986-87 WestPac deployment, with a boarding rate of 97 percent. It's the first time that an S-3A squadron won the Top Hook award for an entire cruise on the West Coast. The combination of the squadron's professional maintenance technicians and skilled flight crews also enabled VS-29 to surpass 63,000 accident-free flight hours in 15 years, and 21,000 FOD-free flight hours over the past four years.

The 1986 Golden Helm Award for retention excellence was presented to NAS Willow Grove, Pa. Sponsored by the Naval Reserve Association, the award is presented annually to the reserve activity with the best programs in retention and career information. The air station also won the honor in 1982.

NAS Whiting Field, Fla., was the winner of the FY-86 Bronze Hammer Award in the category "construction battalion unit not in immediate area (enlisted strength less than 1,000)." The Navy Self-Help Award recognizes those naval activities which have made exceptional progress in improving living quarters and personnel support, welfare and recreational facilities through the use of self-help efforts. Selection is based on an evaluation of allocation of resources, quality of completed improvements and ingenuity exercised in program execution.

Several individuals from the aviation community received 1987 Navy League Awards:

John Paul Jones (Inspirational Leadership) — Capt. Paul W. Parcells, C.O., USS *Theodore Roosevelt* (CVN-71).

Gen. John A. Lejeune (Inspirational Leadership) — Maj. Keith J. Stalder, VMFA-115.

Adm. Claude V. Ricketts (Leadership by a Navy Enlisted Man) — AMCM Robert C. Paul, VA-34.

Gen. Gerald C. Thomas (Leadership by a Marine) — MSgt. Charles W. Bosler, Jr., MCAS Yuma, Ariz.

Capt. Winfred Quick Collins (Leadership by a Woman Officer) — Lt. Michelle J. Howard, USS *Lexington* (AVT-16).

Capt. Winfred Quick Collins (Leadership by an Enlisted Woman) — SSgt. Dana M. Anderson, MCAS New River, N.C.

Stephen Decatur (Operational Competence) — LCdr. Harry B. Harris, USS *Saratoga* (CV-60).

Established

Two new ASW squadrons were established at NAS North Island, Calif. The *Boomerangs* of VS-35, commanded by Cdr. Michael H. Kaczmarek, fly the S-3A *Viking*. Skipped by Cdr. Perry L. Sandin, the HS-16 *Knight Hawks* fly the SH-3 *Sea King*. Both squadrons are part of CVW-10.

Records

The following individuals marked personal career milestones: VF-1: Cdr. Don Bouchoux, 900 traps; Lt. John Martin, 600 traps; Cdr. George Moe,

500 traps and 1,000 F-14 hours; LCdr. Dan Cain, 200 *Ranger* traps; LCdr. Arthur Lotz, 100 traps and 1,500 F-14 hours; LCdr. Dave Bernhard, 100 traps and 1,000 F-14 hours; Ltjg. Rick Young, 100 traps; and LCdr. Dick Cummings, Lt. Randy Wood and Ltjgs. Marco Cromartie, John Lund and Bill Wilde each reached 100 *Ranger* traps.

VS-24: Cdr. Rocco Tomanelli achieved his 200th S-3A trap and Lt. Chris Hain received his *Nimitz* double centurion patch.

VA-35: Lts. Mike Haffner, Gregg Smith, Don Emerson and Ken Silvers recorded their 100th *Nimitz* trap. Lts. Neil Rish and Joey Lynch logged their 1,000th A-6 hour, while Lt. Doug Pass became a *Nimitz* centurion.

VF-14: X.O. Cdr. Dan Chopp marked his 1,000th career trap, 400th *Kennedy* trap and 2,500th F-14 flight hour.

Midway: Cdr. Dave Finney, NATC, Patuxent River, Md., marked his 1,000th career trap aboard CV-41. His brother, Capt. Jay Finney, reached the same milestone in the early 1980s while he was C.O. of VA-93, flying off of *Midway*.

A VQ-1 EP-3B, BuNo 149669, achieved its 20,000th flight hour while flying out of NAF Atsugi, Japan. Crew members were: aircraft commander LCdr. Raymond E. Leonard; copilot LCdr. Martin J. Martin; flight engineer AMSC Michael N. McGann; and observer AT2 Steven G. Vickers.

The following units marked safe flying time: HT-8, 250,000 hours; VP-26, 200,000 hours and 24 years; Tra-Wing-5, 200,000 hours and one year; VP-46, 175,000 hours and 23 years; Pax River's SAR unit, 17 years; VQ-4, 169,000 hours and 15 years; VT-2, 127,094 hours and three years; HMM-365, 80,000 hours and 20 years; VRC-30, 78,000 hours and 11 years; VS-38, 46,000 hours and 13 years; MCAS Beaufort, S.C., 30,000 hours and 14 years; HSL-41, 21,000 hours and four years; NAS Bermuda, 5,800 hours and nine years; VS-30, six years; VX-1, 5,000 hours; and VFA-137, 3,115 hours and one year.

Rescue

LCdr. Mike Griffess, of reserve squadron HAL-4, NAS Norfolk, Va., was recently commended for heroism. Griffess is credited with helping to save the life of a woman during a fire in the reservist's Arlington, Va., neighborhood. Griffess was the first to see the fire at the home of a neighbor, who was away at the time. He alerted other neighbors, helped rescue the injured housekeeper from the burning home, and tried to minimize damage to the home until fire fighters arrived. One eyewitness said that Griffess' efforts and "presence of mind" prevented "a tragedy from becoming a catastrophe."

Honing the Edge

The *Swordsmen* of VF-32 returned from a six and a half-month deployment aboard USS *John F. Kennedy* (CV-67) in the eastern and western Mediterranean, where they participated in many exercises.

In NATO exercise *Display Determination '86*, they flew air combat training against the French, Italian and Turkish air forces. Exercise *Sea Breeze* involved low-level navigation, night low-level strike escort and strafing in the deserts of Egypt. *Poopdeck*, conducted in Spain, included A-6/A-7 strike escort opposed by Spanish and U.S. air forces. *African Eagle* took place in Morocco where Moroccan and U.S. air forces opposed VF-32 escort and TARPS flights. Exercise DASIX provided two days' training with France during which VF-32 flight crews practiced carrier defense and day and night, low-level strike escort.

The major exercise *National Week* involved two 48-hour periods of continuous flight operations, during five days in the central Med. VF-32 completed 100 percent of its tasking, including a successful open-sea missile shoot.

Et cetera

On May 1, the oldest HH-52A helicopter in the Coast Guard, CG 1355, flew its last flight. Pilot Cdr. R. Powers flew the aircraft type for 18 years and crewman ADCS J. White had over 23 years in the



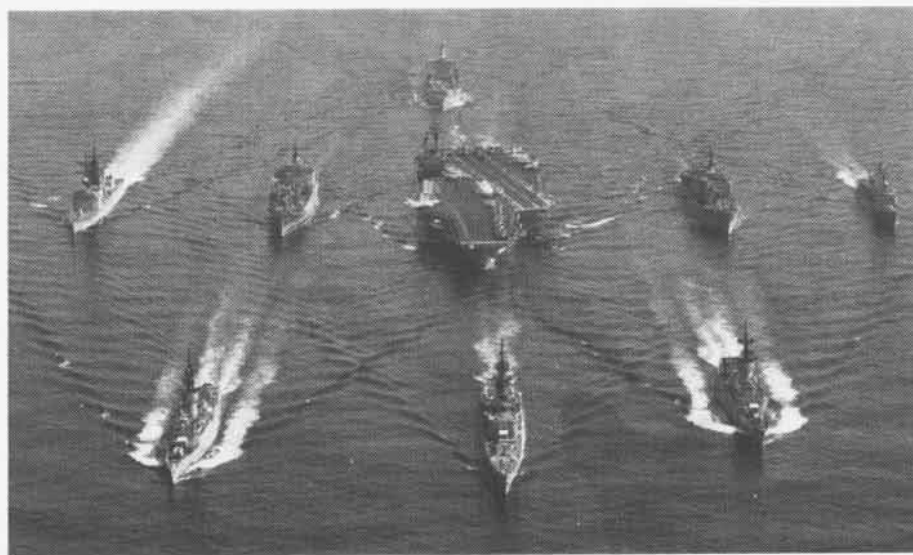
CG 1355 leads a flight of the three oldest Coast Guard helos, in formation for the last time along the coast of Oahu, near home base at CGAS Barbers Point, Hawaii.

HH-52A. CG 1355 will be disassembled and sent to NAS Pensacola, Fla., for permanent display in the Coast Guard wing of the Naval Aviation Museum.

The *Moonlighters* of VS-0294, NAS North Island, Calif., completed carrier qualifications aboard USS *Constellation* (CV-64). Since the reserve squadron does not have aircraft of its own, squadron members fly with four active duty squadrons, including VSs 41, 38, 21 and 37. *Moonlighter* skipper, Cdr. Michael Senior, became the first reserve S-3A pilot to land aboard *Connie* while assigned to VS-41.

USS *Lexington* (AVT-16) was transiting from Corpus Christi, Texas, to Pensacola, Fla., when the carrier received a distress call. Four fishermen had abandoned their sinking fishing vessel, *Hunter*, in the Gulf of Mexico. An SH-3 *Sea King* of HC-16 flew 53 miles to assist.

The helo crew spotted flares and a life raft bobbing in eight-foot seas. The *Sea King's* two rescue swimmers were lowered into the water and rescued the men. They returned to *Lexington*, where the four survivors, in good condition, spent the night. They were returned to Pensacola the next day. *Hunter* sank.



Battle Group Bravo, centered around flagship USS *Kitty Hawk* (CV-63), shows its precision during operations in the Arabian Sea. Currently on station to protect and preserve national and international interests, the battle group also includes: top — *Willamette* (AO-180); center, left to right — *Callaghan* (DDG-994), *Mars* (AFS-1), *Mount Hood* (AE-29) and *Vandergrift* (FFG-48); and bottom, left to right — *Stein* (FF-1065), *Halsey* (CG-23) and *Barbey* (FF-1088).

SN M. Youngberg

PH2 Thomas Hensley

Theodore Roosevelt IV and USS *Theodore Roosevelt* (CVN-71) worked as a team recently while the ship was conducting carrier qualifications off the Florida coast. The great grandson of the 26th president took off in an F-14 *Tomcat* and landed aboard the newest nuclear-powered carrier, named after his ancestor.

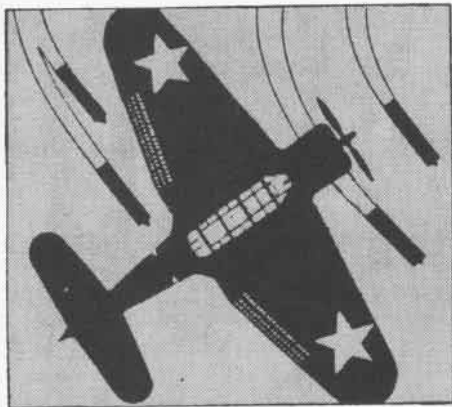
The visit was part of the SecNav Guest Cruise Program and Roosevelt received special permission to fly. After a two-day school in Patuxent River, Md., he traveled to the ship where he was briefed by pilot Lt. Roe Massey of VF-101 and was strapped into the *Tomcat*. Following the hour-long flight, Roosevelt was given a tour of the ship,



PHAN Kevin Wastler
LCdr. Tom Reitmeyer of VF-101 gives Theodore Roosevelt IV a final brief on the F-14's rear cockpit just before takeoff from CVN-71.

which met with approval from the new honorary tailhooker.

Battle of Midway



The 45th anniversary of the Battle of Midway was commemorated at the Navy Memorial Museum in Washington, D.C., on June 3. An exhibit featuring various memorabilia was officially opened as part of the museum's WW II program. Special guests included veterans of the battle, which was considered the turning point of the war in the Pacific.

Dr. Ronald Spector, Director of Naval History, presided over the event and described the prelude to the battle. VAdm. Robert F. Dunn, DCNO (Air Warfare), gave an account of the sequence of events that led to an ultimate American victory. VCNO Adm. Huntington Hardisty provided concluding remarks and led the ribbon-cutting ceremony which opened the exhibit.

JO2 Julius L. Evans



Special guests at the Battle of Midway commemoration included the following retired individuals: Capts. Bud Earnest, Walter Haas and William Pittman, RAdm. William Leonard, Cdr. Al Rothenberg, Capt. Jack Kleiss, Mr. Ed Heinemann, Capt. John Adams, Cdr. James Murray, LCdr. Richard Best and Ltjg. George Gay.

Change of Command

CAEWing-12: Capt. Ray L. Bunton relieved Capt. John W. Bookhultz.

CVW-7: Capt. Aubrey L. Wise relieved Capt. Michael N. Matton.

FASOTraGruLant Det Cecil Field: Cdr. Hubert E. Seymour relieved Cdr. Russell G. Pearson.

HS-17: Cdr. Jon R. Jensen relieved Cdr. Michael B. Charley.

HSL-41: Cdr. Michael R. Clapsadl relieved Cdr. Joseph R. DeNigro.

HSL-94: Cdr. William J. Hughes, Jr., relieved Cdr. Edward F. Halscheid.

MAG-12: Col. N. E. Ehler relieved Col. Peter D. Williams.

Midway: Capt. Richard A. Wilson relieved Capt. Riley D. Mixson.

NAEC: Capt. James R. Macdonald relieved Capt. Donald R. Eaton.

NavAvScolsCom: Capt. Carlton L. Lavinder, Jr., relieved Capt. Jerry E. Goodman.

Ranger: Capt. Don W. Baird relieved Capt. Walter J. Davis, Jr.

VA-46: Cdr. Tom Van Brunt relieved Cdr. Bob Klosterman.

VA-94: Cdr. Tad Chamberlain relieved Cdr. Larry S. Doyle.

VA-174: Cdr. Dean Hendrickson, Jr., relieved Cdr. Evan Shipe III.

VAQ-34: Cdr. Rex W. Kibler relieved Cdr. Donald E. Mitchell.

VAQ-132: Cdr. Paul Odell relieved Cdr. Walter K. Fincher.

VAQ-135: Cdr. Jim Hollenbach relieved Cdr. Denny Major.

VAW-121: Cdr. Ordale P. Babin, Jr., relieved Cdr. William D. Vance.

VC-10: Cdr. John E. Hilburn relieved Cdr. William E. Mahew, Jr.

VF-202: Cdr. George Kraus relieved Cdr. William Lightstone.

VMFA-333: LCol. R. W. Chambliss relieved LCol. Thomas Wunderlich.

VP-49: Cdr. Larry L. Sakre relieved Cdr. Larry D. Newsome.

VQ-3: Cdr. Charles B. Fitchet relieved Cdr. Barry J. Coyle.

VQ-4: Cdr. Andrew Riddile relieved Cdr. Eddie Hampshire.

VR-46: Cdr. Carter S. Chapman, Jr., relieved Cdr. Robert C. McAfee.

VS-0294: Cdr. Michael W. Senior relieved Cdr. John E. Hickman.

VS-28: Cdr. Gerard Lennon, Jr., relieved Cdr. Raymond R. LaTurno III.

VT-2: Cdr. David P. Fitch relieved Cdr. James S. McRoberts.

By Commander Peter Mersky, USNR-R

Williams, Nick and Steve Ginter. *Douglas F4D Skyray*. S. Ginter Publishing, 1754 Warfield Circle, Simi Valley, CA 93063. 1986. 189 pp. Illustrated. \$19.95.

The late 1940s' interest in flying wings — spurred by acquired German research — culminated in the Douglas F4D *Skyray* which, in reality, was a highly modified flying wing.

As futuristic as the design was, the aircraft's career was relatively short. But in comparison to the abortive career of its contemporary, the equally radical Chance Vought F7U *Cutlass*, the *Skyray* did have its time in both fleet and reserve naval squadrons.

For several years, Nick Williams made the *Skyray* one of his main areas of interest. Many of his early stories appeared in the highly respected *Journal of the American Aviation Historical Society*. Representing Volume 13 in the Ginter series of aircraft monographs, Williams' work on the F4D ranks as the definitive study on the plane.

With a large photo selection, development and service details, including a squadron-by-squadron account of its operational career, this book should be of interest to followers of Naval Aviation.

Grant, Zalin. *Over the Beach: The Air War in Vietnam*. W. W. Norton & Co., New York, NY. 1986. 311 pp. \$18.95.

This is one of the few books on Vietnam that really places the reader in the middle of the action. In a personal narrative, Grant puts the characters of the carrier pilots in sharp focus.

He concentrates on USS *Oriskany* (CVA-34) during her 1966-68 combat tours, which — except for the climactic 1972 battles — were the most intense periods of the entire Vietnam conflict. He lets us see the day-to-day lives and the confrontations, both personal and in combat, which the men of *Oriskany's* squadrons faced. We experience the horror of the fire in October 1966, which took the lives of many carrier crewmen.

But it is the war and its effect on individuals, the pilots and their families back home, which are at the core of this book. When A-4 pilot Frank Elkins is shot down during a raid in 1966, we live through his wife's complete cycle of shock, disbelief and struggle to discover whether he is alive or dead.

Over the Beach is an interesting look over the shoulder of the people involved.

Peacock, Lindsay. *F-14 Tomcat Squadrons of the U.S. Navy*. Motorbooks International, Osceola, WI 54020. 1986. 112 pp. \$18.95.

Although somewhat overtaken by events, which render it less than up to date, this is a useful book. It gives an encapsulated history of every U.S. Navy F-14 squadron up to October 1985. The 1981 Gulf of Sidra incident and the 1985 interception of the terrorists involved in the *Achille Lauro* affair are described in detail.

The book deals with many facets of the *Tomcat's* design, introduction and subsequent career. Color scheme, markings, deployments and production lists are all

crammed into a very short space. Several pages in full-color serve to give an idea of the range of the F-14's coloring. Individual squadron insignia are included with each squadron history.

Dorr, Robert. *Phantoms Forever*. Motorbooks International, Osceola, WI 54020. 1987. 128 pp. Illustrated. \$12.95. This softbound photo album of the mighty *Phantom* is obviously a labor of love by a self-admitted Phantom Phreak. The pages are covered with full-color views of every model of the F-4 in U.S. and foreign service. Every phase of the aircraft's career is discussed, although there is surprisingly little on Vietnam. While the Navy and Marines are given several pages, the Air Force and Air National Guard have the lion's share of coverage.

There's something for everyone in this lavishly illustrated book. The price is a little steep, but the photos are the reason.

Trotti, John. *Marine Air: First to Fight*. Photography by George Hall. Presidio Press, Novato, CA. 1986. 154 pp. Illustrated. \$12.95.

This softbound book is an impressive tribute to the flying Marines who celebrate their 75th anniversary this year. The stunning photography, supported by an insider's text, is sure to please buffs and modellers alike.

With over 600 missions in Vietnam, the author is well-qualified to write the verbiage. This book gives the reader a hands-on look at Marine Aviation, without touching the controls.

Wilson, George C. *Supercarrier: An Inside Account of Life Aboard the World's Most Powerful Ship, the USS John F. Kennedy*. Macmillan Publishing Co., New York, NY 10022. 1986. 273 pp. Illustrated. \$19.95.

This is an account of the author's experiences during *Kennedy's* seven-month deployment to South America and the eastern Mediterranean in 1983 and 1984. Some enthusiasts and members of other ships' companies might take issue with *JFK* being called the most powerful ship in the world. But the story strikes more than a few sympathetic chords for those who have ever left their families on the pier, flown their aircraft from the pitching deck, suffered through the long, lonely months at sea, and perhaps struggled with the loss of a shipmate.

Some of the most interesting chapters deal with the December 4, 1983, raid on Lebanon. This mission has been dealt with by various publications, but *Supercarrier's* account seems to be the most definitive. The author discloses, for the first time, details of another bombing mission — at night by an A-6 — to relieve the Marines under fire ashore.

But Wilson's heart is always with the crew and squadrons of the ship and her air wing. He has been educated and passes this learning experience on to the reader, who will not be disappointed.

WW II Aircraft

I plan to write a book entitled "Axis Survivors of WW II" on a number of captured German and Japanese aircraft which are stored at U.S. Navy facilities or in museums. I want to include anecdotes from the personnel who flew, maintained or restored them. I also wish to borrow photographs, which I will copy and return. Any leads to sources of this information, would be appreciated.

Stuart Howe
4 Wallingford Walk, St. Albans
Herts AL1 2JJ, England

F9F-5 Info Wanted

I am a member of a museum at Minter Field, where we are restoring an F9F-5, BuNo 126668. The tail of the aircraft was cut in half. We have located a source of parts but we need an erection and maintenance (E & M) manual to complete the restoration. I would appreciate hearing from anyone who knows where we might obtain this publication.

Richard C. McIntyre
511 Goshawk Ct.
Bakersfield, CA 93309

Truk Lagoon WW II

I am writing a magazine article and possible documentary script about the U.S. naval attack on the Japanese fleet harbored at Truk Lagoon on February 17 and 18, 1944. I would like to contact survivors under the command of VAdm. Marc Mitscher for firsthand information, and perhaps assemble on Truk Island veterans of that assault for interviews for the film documentary. If you are interested in taking part in this venture, please contact me at (914) 937-1014 or write:

Keven F. McMurray
52 Avon Circle
Rye Brook, NY 10573

Memorabilia Wanted

I collect naval memorabilia — photos, patches, insignia, etc. — and

want to expand my collection to include medals, ribbons and U.S. and foreign awards. If anyone knows where I can obtain these items, please let me know.

Fred Carr
P.O. Box 816
Wappinger Falls, NY 12590



Washingtonian Marie Bredice snapped this shot of the Blue Angels in their new F/A-18 Hornets during an air show in May. She photographed the demonstration squadron in precision flight from her pleasure boat moored off NAS Patuxent River, Md.

Pen Pal

I am very interested in the U.S. Navy and I am searching for a pen pal with the same interest.

Harald Karl
Burgermeisterstrasse 26
5400 Hallein, Austria

Reunions, Air Shows, etc.

Northeast Flight '87 Airshow, August 29-30, County Airport, Schenectady, NY. Contact Flight '87, 419 Mohawk Mall, Schenectady, NY 12304, (518) 382-0041.

VMO-2 reunion, July 3-August 2, Camp Pendleton, CA. Contact Norm Miller, MAG-39, 3rd MAW, MCAS Camp Pendleton, CA 92055, autovon 365-4608 or (619) 725-4608.

USS Gambier Bay (CVE-73) reunion, September 2-6, Marriott Hotel, Long Beach, Calif. Contact Tony Potochniak, 1100 Holly Ln., Endicott, NY 13760.

VFP-62 (25th Cuban missile crisis) reunion, October 24-25, Washington, DC area. Contact Capt. W. B. Ecker, 7408 Gatewood Ct., Alexandria, VA 22307, (703) 660-6444.

VP-9 1969-71 officers reunion, July 24-26, NAS Moffett Field, CA. Contact Jim Winchester, c/o The Quikrete Companies, 1790 Century Circle, Atlanta, GA 30345, (404) 351-6989.

National Stearman Fly-in, September 9-13, Galesburg, IL. Contact Ted McCullough, 2310 Monmouth Blvd., Galesburg, IL 61401, (309) 342-2298.

USS Ommaney Bay (CVE-79) reunion, September 3-6, Denver, CO. Contact Hank Henderson, 38 Ridge Dr., Plainview, NY 11803, (516) 433-3591.

USS Langley CV-1 AV-3 Covered Wagon Assoc. reunion, September 18-20, Days Inn, Springfield, VA. Contact Earl Gainer, 184 Beachmont Dr., Newport News, VA 23602, (804) 847-7232.

Dayton International Airshow and Trade Exposition, July 23-26, Dayton International Airport, OH. Contact Rajean M. Campbell, 214 Terminal Bldg., Dayton International Airport, Vandalia, OH 45377, (513) 898-5901.

USS Ranger (CVA-61) reunion planned. Interested individuals contact John Muzio, P.O. Box 49, Round Top, NY 12473.

USS Enterprise (CV-6) and air groups reunion, September 23-27, Arlington, TX. Contact James Barnhill, 6633 Briley Dr., Fort Worth, TX 76180, (817) 281-3884.

USS Ommaney Bay (CVE-79) Association reunion, September 3-6, Denver, CO. Contact Raymond A. Gensler, 3494 Hunters Ln., Appleton, WI 54915.

USS Chanteleur (AV-10) reunion, September 23-26, San Francisco, CA. Contact Kenneth E. Boyd, Rt. 4, Box 145, Culpepper, VA 22701, (703) 854-5076.

Marine Corps Aviation Association convention, October 15-18. Contact MCAA, P.O. Box 296, Quantico, VA 22134, (703) 640-6161.

Pearl Harbor Remembrance Day, December 7. Request wearing all or part of original uniform. Hellriegels Inn, ATTN: William Kochever, 1840 Mentor Ave., Painsville, OH 44077, (216) 354-9530.

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